

FINANCES.

REPORT

OF

THE SECRETARY OF THE TREASURY,

*On the Finances.*

DECEMBER 7, 1853.—Referred to the Committee of Ways and Means, and ordered to be printed.

DECEMBER 15, 1853.—Ordered, That 15,000 copies extra be printed for the use of the House of Representatives.

TREASURY DEPARTMENT, *December 6, 1853.*

SIR: In obedience to the act supplementary to the act entitled an act to establish the Treasury Department, approved May 10, 1800, the following report is submitted:

The estimated receipts for the fiscal year ending June 30, 1853, were as follows:

From customs.....	\$49,000,000 00
lands.....	2,000,000 00
miscellaneous sources.....	300,000 00
Balance in treasury July 1, 1852.....	14,632,136 37
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	65,932,136 37
And the estimated expenditures.....	60,560,056 86
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Estimated balance July 1, 1853.....	<u>5,372,079 51</u>

This balance to exist after applying \$7,199,477 77 to the redemption of the public debt.

The actual receipts for the fiscal year ending June 30, 1853, were as follows, viz:

From customs.....	\$58,931,865 52
lands.....	1,657,084 99
miscellaneous sources.....	238,628 89
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Making the total receipts.....	61,337,574 40
Add balance in treasury July 1, 1852.....	14,632,136 37
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Total sum for the service of the fiscal year ending June 30, 1853.....	<u>75,969,710 77</u>

The actual expenditures for the fiscal year 1853 were, viz:

Civil list.....	\$4,784,396 93
Foreign intercourse.....	599,030 14
Miscellaneous.....	11,792,369 70

Department of the Interior.....	\$5,529,535 59
Do. of War.....	9,947,290 87
Do. of the Navy.....	10,891,639 59
Public debt.....	10,482,555 39
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	54,026,818 21

Balance in the treasury July 1, 1853..... \$21,942,892 56  
(As appears by the accompanying statement A.)

The estimated receipts for the fiscal year ending June 30, 1854, were as follows:

From customs.....	\$49,000,000 00
lands.....	2,000,000 00
miscellaneous sources.....	200,000 00
Add estimated balance July 1, 1853.....	5,372,079 51

Total estimated sum for the fiscal year ending June 30, 1854.....	56,572,079 51
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And the estimated expenditures were:

Balance of former appropriations....	\$6,879,883 28
Permanent and indefinite do.....	9,172,829 68
Specific appropriations asked for....	30,151,040 64
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	46,203,753 60

Which would leave an estimated unexpended balance in the treasury on July 1, 1854, of.....	10,368,325 91
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The actual receipts for the 1st quarter of the fiscal year 1854, ending September 30, 1853, were as follows, (as appears by statement B,) viz:

From customs.....	\$19,718,822 00
lands.....	1,489,562 05
miscellaneous sources.....	147,994 87

Making total receipts.....	21,356,378 92
To which add the actual balance in the treasury on the 1st July, 1853.....	21,942,892 56

Making the total sum of.....	43,299,271 48
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The actual expenditures for the same first quarter were as follows, viz:

Civil list, foreign intercourse, and miscellaneous, &c..	\$4,381,091 62
Interior Department, Indians, and pensions.....	846,213 01
War Department.....	2,935,861 40
Navy Department.....	3,140,129 35
Redemption of public debt.....	3,778,088 32
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	16,081,383 70

Leaving a balance in the treasury, September 30th,  
1853, of..... \$28,217,887 78

The estimated receipts for the second, third, and fourth quarters of  
the fiscal year ending June 30, 1854, are as follows :

From customs.....	\$37,000,000 00
lands.....	3,000,000 00
miscellaneous sources.....	300,000 00
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	40,300,000 00

To which add the balance in the treasury, September 30, 1853.....	28,217,887 78
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Making a total sum of.....	68,517,887 78
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The expenditures estimated by the departments for the second, third,  
and fourth quarters of the fiscal year ending June 30, 1854, are as  
follows, viz :

Civil list and foreign intercourse, &c.....	\$13,570,833 54
Deficiencies in the Post Office Department.....	1,895,445 63
Interior Department.....	2,629,350 10
War Department.....	12,874,817 22
Navy Department.....	8,135,280 67
Public debt (interest).....	3,145,556 00
Do. (redemption).....	15,000,000 00
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Total estimated expenditures.....	57,251,283 16
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This will leave an estimated balance in the treasury on the 1st of July, 1854, of.....	\$11,266,604 62
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The balance of the appropriations for the year ending June 30, 1853, which remained unexpended on that day, and which is liable to be expended in the year ending June 30, 1854, is.....	17,630,758 75
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The specific appropriations for the year amount to...	34,051,269 58
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The indefinite appropriations for the year are, as far as ascertained by actual payment, to October 1, 1853. \$5,100,425 75	
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As estimated for the residue of the year .....	6,365,526 95
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Making the whole amount of appropriations liable to  
be expended in the year 1854.....

67,417,815 13

The estimated receipts for the fiscal year ending June 30, 1855, are as follows:

From customs .....	\$51,000,000 00
From lands .....	3,500,000 00
From miscellaneous sources .....	500,000 00

Making the sum of .....	55,000,000 00
Add the estimated balance in the treasury on the 1st of July, 1854 .....	11,266,604 62

This makes the total estimated resources for the fiscal year ending June 30, 1855 .....	66,266,604 62
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The estimated expenditures for the same year are as follows:

Balance of former appropriations, which will be expended this year .....	\$6,865,126 44
Permanent and indefinite appropriations .....	8,255,716 14
Specific appropriations asked for this year .....	35,909,434 54
	<u>51,060,277 12</u>

This sum is composed of the following particulars, viz:

Civil list, foreign intercourse, and miscellaneous .....	\$12,161,436 09
Expenses of collecting revenue from customs .....	2,200,000 00
Expenses of collecting revenue from lands .....	129,900 00
Deficiency in the revenues of the Post Office Department .....	2,700,000 00
Army proper, &c. ....	11,989,397 50
Fortifications, ordnance, arming militia, &c. ....	2,049,334 00
Improvements, &c. ....	311,500 00
Indian department .....	1,784,471 84
Pensions .....	1,876,072 95
Naval establishment, including dry docks and ocean steam mail contracts .....	12,712,358 74
Interest on the public debt .....	3,145,806 00

Making in all the sum of .....	<u>51,060,277 12</u>
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Leaving an estimated balance in the treasury, July 1, 1855, of .....

\$15,206,327 50  
To be increased about ten millions by that part of the appropriation not expended within the year, and subject to any reduction that may be made in the tariff for half the year, or to any sum which may be applied to the public debt during the year.

The public debt on the 1st of July, 1852, was as follows:

Loan of 1842 .....	\$8,193,686 03
Loan of 1843 .....	6,222,931 35
Loan of 1846 .....	4,999,139 71
Loan of 1847 .....	26,214,050 00



Loan of 1848.....	\$15,740,000
Texan indemnity.....	5,000,000 00
Do.....not issued.....	5,000,000 00
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	71,374,807 09
Old funded and unfunded debt.....	114,118 54
Treasury notes outstanding.....	132,161 64
Debt of corporate cities.....	780,000 00
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	72,401,087 27
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The sums paid for redemption of the public debt during the fiscal year ending June 30, 1853, and the premium, &c., were as follows:

Loan of 1842.....	\$167,495 60
Loan of 1843.....	4,296,862 50
Loan of 1846.....	68,200 00
Loan of 1847.....	1,668,650 00
Loan of 1848.....	193,300 00

Total stock redeemed.....	<hr/> 6,394,508 10 <hr/>
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Premium on the same, \$420,498 64; since which time, and up to 3d December, 1853, the public debt has been reduced to \$56,336,157 52, leaving the public debt on the 3d December, 1853, as follows:

Loan of 1842.....	\$6,872,135 54
Loan of 1843.....	92,800 00
Loan of 1846.....	4,048,400 00
Loan of 1847.....	20,738,700 00
Loan of 1848.....	14,444,491 80
Texan indemnity.....	4,887,000 00
Do.....not issued.....	5,000,000 00
Debt of corporate cities.....	24,000 00
Old funded and unfunded debt.....	114,118 54
Treasury notes outstanding.....	114,511 64

	<hr/> 56,336,157 52 <hr/>
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The accompanying table C exhibits the time of redeeming and purchasing the public debt, and the amount of premium paid for it, from the 1st July, 1852, to the 3d December, 1853.

From this table it appears that \$3,342,150 was redeemed and purchased from the 1st July, 1852, to the 4th of March, 1853, and \$12,722,779 75 from the 4th of March, 1853, to the 3d December, 1853.

Within a few days after the 4th of March, 1853, it was ascertained that the sum of \$1,750,000 had been advanced by my predecessor to a broker in New York, and \$493,000 to a firm in Washington, for the purchase of the public debt.

These accounts have been closed in part by the transfer of the stock agreed to be purchased, and in part by replacing the money in the public treasury. There has been no loss from these transactions; but it was considered that such an advance of money to agents for the pur-

chase of the debt was of doubtful policy, and might become hazardous, and lead to a misapplication of the public funds, and to favoritism. It was determined not to continue that method of redeeming and purchasing the public debt. Public notice was at once given that the \$5,000,000 loan of 1843, bearing five per cent. interest, and redeemable on the 1st July, 1853, would be redeemed at the treasury on that day, or at an earlier period, as set out in the notice; and that interest would cease on it from and after the 1st July, 1853. The notice, marked D, accompanies this report.

The daily payments at the treasury, in discharge of the public liabilities and the redemption of said loan, did not equal the receipts. A large surplus accumulated in the treasury, and became a cause of alarm in commercial and financial circles. It was hoped that the accumulation in the treasury would exercise a beneficial restraint upon importations and speculative credit enterprises, and bring the business of the country into a safe and wholesome condition; yet, under the apprehension that a panic might arise from a too stringent operation of the treasury, it was determined to make advances to the mint for the purchase of silver for the new coinage, and to enable the mint to pay promptly and in advance of coinage for gold bullion.

The amount of money on deposit in the mint on the 4th of March was \$6,098,220, and was increased by the 1st of July to \$8,517,890 05, and was on the 25th of November, 1853, \$11,451,039 30. This enabled the mint to give gold, which circulated as money, for silver that was out of circulation, because of the premium upon it; and for gold bullion that could not circulate as money until coined.

It is believed that this operation tended to lessen the effect of the accumulation; but the accumulation still continuing, it was thought advisable further to lessen it by the purchase of another portion of the public debt, at the current market price, in the cities of Philadelphia and New York, as authorized by law; and an arrangement was made with a broker, at each of those places, to make such purchases, to be paid for on the assignment and delivery of the stock at the treasury. These purchases were continued until the 1st July, 1853, and ceased after that date. The amount still continuing to accumulate in the treasury, apprehensions were entertained that a contraction of discounts by the city banks of New York would result from the weekly statements required from those banks under an act of the legislature of that State, and, combining with the fact of the large amount in the treasury, might have an injurious influence on financial and commercial operations. With a view, therefore, to give public assurance that money would not be permitted to accumulate in the treasury, if the public debt could be had at the current market price, a public offer was made on the 30th July to redeem at the treasury, between that time and the 1st of December, the sum of \$5,000,000 of the loans of 1847 and 1848, at a premium of 21 per cent., and interest from the 1st of July, 1853, on the principal. And on the 22d August another public offer was made for \$2,000,000 of the loans, payable in 1856 and 1862, the former at a premium of 8½ per cent., and the latter at a premium of 16 per cent., with like interest from the 1st July, 1853. These notices, marked E and F, accompany this report. It was thought that

such a public offer for the stocks, at the then current market price, would be expedient on the part of the government and just and fair to the holders, have a beneficial effect upon the money market, and secure a larger amount of the public debt than any other mode that could be adopted. The result has been satisfactory.

The balance of the loan of the three corporate cities of the District, assumed by Congress in 1836, being \$720,000, a communication was sent to the agent of the trustees of the loan, and a price agreed and accepted, to the extent of \$696,000; and it is expected that the balance will be obtained, at the same price, in a short time.

An offer was also made for part of the \$5,000,000 Texan bonds, bearing 5 per cent. interest, and a purchase of some of them effected, in the manner stated in the tables. The fact is established, that the public debt of each description can be obtained at the premiums offered and paid, and that the premiums may be reduced as the time fixed by the terms of the law for redemption approaches.

The balance in the treasury on the 30th of September, with the estimated receipts for the 2d, 3d, and 4th quarters of the present fiscal year, being so far in excess of the estimated expenditures for the same time, will justify the further application of \$15,000,000 to the purchase of the debt, and leave a sufficient surplus in the treasury for any practical purpose. The purchase of the debt has therefore been continued, and \$7,857,495 94 expended in the purchase during the 2d quarter of the year. It is considered that the present prosperous condition of the treasury, growing out of the great prosperity of all the industrial pursuits of the country, affords an opportunity to apply the surplus to the discharge of the public debt, and that it should not be left to embarrass the operation of the government in any future contingency which may require all its energies and resources.

The estimated receipts of the second, third, and fourth quarters of the present fiscal year have been predicated on the present high price of the great staples, on a good foreign demand for our surplus, and on large duty-paying importations, computed in view of the large stock of importations on hand and the stringency in the money market both here and in England, and the effect of the short crop there.

The estimated receipts for the fiscal year 1854 do not reach the actual receipts of the fiscal year 1853, although the first quarter of 1854 exceeds the corresponding quarter of the year 1853 by \$5,025,297 20.

The estimated receipts for the fiscal year ending June 30, 1855, have not the results of the first quarter to verify them, nor the unquestioned data of good crops and high prices; but the estimate rests upon an average of preceding years, with an estimated increase proportionate to an increasing population and capacity to purchase and pay, calculated without regard to the chances of war, short crops, commercial embarrassment, or a reduction of the tariff.

The imports of the fiscal year 1853, including specie, have been \$267,978,647, and the exports have been \$230,452,250. A fair estimate for profits on our exports and the freight of our vessels would cast the balance of this account in our favor, without estimating the money brought in by emigrants, of which no account is taken. It is believed that a large stock of imported merchandise remains

in the hands of the merchants, and for that reason, and because of the stringency in the money market, both here and in England, it is calculated that there will be, during the remaining three quarters of the year, a diminished importation, compared with that of the first quarter.

The estimate for the fiscal year 1855 has not been made to exceed that of 1853, for the reason that it is believed that the causes of diminished importations during the latter part of the fiscal year 1854 will be extended into a part of the succeeding fiscal year, and because the agitation of a reduction of the tariff will have a tendency to prevent importations beyond the actual demand for consumption.

Most articles of manufactured merchandise, like the annual productions of agriculture, are necessarily consumed within the year, and again restored by productive industry for the succeeding year; and, with a population able to pay, there is a great uniformity in the annual amount of imports and exports. There are often causes, however, which prevent a regular and progressive increase; such as short crops, low prices for exports, either at home or abroad, without the disturbing influence of war. Still it is believed that the receipts of the fiscal year 1855 will be sufficient to meet the expenditures of the year and a reasonable purchase of the public debt, and justify a reduction of the duties by adding to the free list and reducing the tax upon many other articles of importation.

The table H, accompanying this report, exhibits the foreign articles imported free of duty, and their value, for the six years from 1848 to 1853 inclusive, and also the foreign articles imported paying duty, with their value and rate of duty, for the same time.

The table I, accompanying this report, exhibits a separate list of the foreign articles, which it is hereby proposed shall be added to the free list for the purpose of reducing the revenue. The revenue collected from the articles in table I, for the last year, is about \$8,000,000; in which amount, it may be computed, the revenue will be reduced, by the adoption of the proposed additional free list.

This will leave the revenue larger than a proper and economical administration of the government will require; and for the purpose of further reduction, it is now proposed to arrange the articles paying duty in two classes—the one class contained in the table K, accompanying this report, to pay what may be considered the high duty of 100 per cent., and the other class to pay the moderate duty of 25 per cent., and to include all imported articles not in the free list, nor in the table K of high duties. This equalisation will reduce the revenue about \$4,500,000. This still leaves the revenue computed upon the imports of 1853 at about \$45,000,000 from customs; below which point it is not proposed to reduce the duties until the public debt is paid. The change now proposed in the rate of duty is designed to take effect from and after the 1st January, 1855.

The effect of making the duties 25 per cent. on all articles imported not included in the free and higher lists, will be to give greatly less trouble in the collection of the revenue, and to raise the duties on some articles, and reduce them on others. When the duties are raised, the change may act in restraint of importations, and when reduced, in their favor; and the one result, to some extent, will counteract the other.

The proposed reduction, had it been applied during the last year, would leave an abundant revenue for all the reasonable wants of the government in time of peace, and allow the proper addition to the army and navy to meet the exigencies of an augmenting population and an increasing commerce, and leave the receipts from the sale of public lands to be applied to the purchase of the public debt, to which these proceeds are pledged by law.

It is not proposed to enter into any extended argument to prove that the articles in table I should be added to the free list, nor to prove the propriety of the proposed reduction of duties to the uniform standard of 25 per cent. When revenue is not needed, articles of general use for manufacturing and other purposes, not the growth or production of the United States, or but partially so, should not be taxed; and no higher taxes should be levied on other importations than may be necessary for the economical wants of the government, thus leaving commerce as free and unrestricted as possible. Let the tariff be reduced as Congress, in view of the present wants of the government, shall deem best, the increasing population, production, industry, and enterprise of the nation will still necessarily add to the importations, and consequently to the revenue, what shall be needed for increased expenses.

The tables accompanying this report exhibit the free lists of England, France, Belgium, Portugal, Brazil, Austria, Spain, Russia, Cuba, the Zoll Verein, Chili, Netherlands, Hanse Towns, Norway, Mexico, and Sweden, and mark the progress of free trade among commercial nations. Unrestricted commerce, binding the nations of the earth in stronger bonds of peace by mutual benefits, has numerous and increasing advocates in this and other commercial countries. The principle of free trade may not yet be sufficiently verified from experience, in this and other nations, to justify its full adoption, but the progress towards free trade, now proposed, will be justified, it is believed, by both public opinion and public interest. It is considered that the taking off the duty on the raw material used in our manufactories will counteract the reduction of duties on foreign manufactures, and, when compared with the operations of the present tariff, will not materially affect the interests of domestic industry or commerce.

It is not proposed to change the principle of *ad valorem* duties, but it is for the consideration of Congress, whether a specific duty on iron, made from the average of the last three or four years' *ad valorem* duties, might not give greater stability to the iron business, and more satisfaction to consumers, and, at the same time, prove equally beneficial to the revenue.

It is proposed to make salt free of duty. The average annual revenue from that article, for the five years to 30th June, 1852, is only \$232,284, while the annual fishing bounties, exclusive of the drawback on pickled fish, for which the salt duty is a pretext, amount to \$289,413, besides other heavy annual expenses to prevent frauds. A report upon the subject of the fishing bounties, from J. Ross Browne, with its references, is herewith submitted. For the reasons stated in that report, it is recommended that the fishing bounty be repealed, and that branch of industry be left to the fair competition which causes other maritime enterprises to flourish.

The table of imports and exports for the fiscal year ending 30th June, 1853, accompanying this report, and heretofore mentioned, compares favorably with those of preceding years, and marks our increasing capacity for commercial intercourse. The table of tonnage, which also accompanies this report, shows that our tonnage is now 4,407,010 tons, and exceeds that of any preceding year by 268,000 tons. These tables prove that we enjoy a prosperous commerce, with an increasing capacity to extend it.

The table exhibiting the operations of the mint also accompanies this report. It shows the entire coinage to 31st October last to have been \$370,008,192 50; the gold coinage, from the 1st January to the 31st October of the year 1853, to have been \$46,998,945 60, and the silver coinage \$6,996,225, and proves an active and growing demand for gold and silver as a currency for actual use; whilst the imports of gold and silver, including what is brought to the Atlantic from California, without estimating for that brought in by emigrants, compared with the exports of gold and silver, prove that, within four years, the large amount of \$135,972,095 72 has been added to the gold and silver coin remaining in the country. Should this increase continue for but a short term of years, this country will be able to dispense with banks of issue, and their attendant evils, and have the gold and silver currency contemplated by the constitution. The operations of the mint and its branches for the past year show a very favorable result, and the recoinage of silver has, in many places, removed the inconvenience arising from small bank notes and want of change. It may reasonably be expected that the supply, in the course of a few years, will be ample, and extended to every section of the country.

The operations of the mint at Philadelphia and the branches require that the Director should have an assistant. The salaries allowed by law to clerks employed in the former have been found insufficient to retain the best, and recently two of the most skilful and experienced clerks left on that account.

It is thought that a coinage of an alloy resembling German silver may be beneficially substituted for the copper, and experiments to that end have been directed. Should they prove favorable, the result will be presented during the session.

The branch mint at San Francisco has been contracted for, to be furnished and ready for the coinage of \$30,000,000 per annum by the 1st of February next, and there is every reason to believe that the contract will be complied with, and the mint there put into operation by that time, thus abundantly supplying the people of the Pacific coast with coin, for all the purposes of exchange and commerce, from their own mines.

Under the provisions of the act of the last session authorizing an assay and melting and refining office to be established in New York, to be placed in the custom-house there, should there be room for it, and if not, giving the Secretary of the Treasury authority to lease or otherwise obtain a suitable building for the same, an investigation was made, and it was ascertained that there was no room for the assay office in the custom-house, and that the building did not afford sufficient

space for the business of the custom-house, even after removing the assistant treasurer's office.

Many buildings were offered, and some of them examined, and the buildings belonging to the Bank of Commerce and the Bank of the State of New York, and adjoining the custom-house, were found well calculated for the assistant treasurer's office, and also to furnish sufficient accommodation for the surveyor and his clerks, and a portion of the collector's clerks, with the officers of the assay office. There was sufficient vacant space on the part of the lot next Pine street for the necessary buildings for the work of assaying, melting, and refining. A negotiation was entered into for the lease of the bank buildings, with the privilege of purchasing should Congress make the necessary appropriation. The property was rented for the term of fifteen years, at a rent of \$53,000 per annum, with the privilege, should the appropriation be made, of purchasing within two years at \$530,000, with interest from date of the lease, the payments made for rent to be deducted from the amount. The leases and contracts accompany this report. The bank buildings have been altered to suit the assistant treasurer's office, and to make room for the clerks of the custom-house, and for the superintendent of the assay office and his clerks. The construction of the assay building has been commenced, and is now in the course of completion, and all the necessary implements, &c., for the assay office, and for melting and refining, are ordered to be prepared by the 1st of February next, with the hope and expectation to get it into operation by the 1st of March.

The custom-house at New York being insufficient for the increased business at that port, and the bank buildings adjoining it being found ample for all the purposes of an assay office, and in fact for a mint, should Congress wish at any time to have coining done there, the arrangement for the purchase was made with a knowledge that the price agreed to be given was high; but it was thought, under the circumstances, to be worth to the United States the sum agreed to be given. The purchase, as provided for in the leases, is recommended to Congress.

Immediately upon taking charge of the department, information was received by me that certain additional duties imposed under the tariff act of 1846, on goods entered ten per cent. below the appraised value, had been ordered by my predecessor for distribution between the collector, naval officer, and surveyor of the port of New York, and that the amount had been withdrawn or withheld by the collector from the treasury, and deposited with a banking or trust company in that city. My predecessor having previously decided against the claim, it was thought, upon examination, that the twenty per cent. additional duty was public revenue to which the collector, &c., of the different ports had no rightful claim. The order of distribution was therefore revoked, and the money directed to be replaced in the treasury. That being done, and those officers still asserting claim, Mr. Maxwell, collector of the port of New York, upon leaving office, took out of the customs received the moiety of twenty per cent. additional duties during his term, and made a special deposit of it with G. C. Bronson, his successor. He was directed to pay the money into the treasury; but before this was done, at the instance of the naval officer, &c., the sum

was attached by order of the judge of the United States circuit court for that district, and has been paid into court to await the decision upon the merits. Directions have been given to prepare the case for trial in the circuit court, and for the Supreme Court, should the decision of the court below be adverse to the rights of the United States.

The act of Congress approved the 3d of March, 1841, limits the salaries of the collector, naval officer, and surveyor of New York and some other ports. It was considered that from no source whatever could the amount they were entitled to receive exceed the sum at which Congress had thus limited their compensation. Yet, notwithstanding that act, it had been decided that certain fines and penalties imposed by previous acts for violations of the revenue laws, one moiety of which had been directed to be divided equally between those revenue officers, should be so divided. The department had acquiesced in the decision. Thus the compensation of those officers was swelled beyond the point fixed by said act. Those fines and penalties, at the custom-house at New York, for the fiscal year ending June 30, 1853, amounted to the sum of \$19,755 72, and the moiety thereof was divided between the collector, naval officer, and surveyor of that port, giving to each \$3,292 62 over and above their fixed salaries.

The one moiety of the twenty per cent. additional duties which those officers also claim during the official term of Mr. Maxwell, amounts to the sum of \$65,769 80; and, should the decision of the question be in their favor, there can be no question that the compensation of those officers will be more than was intended by Congress, and more than a just compensation for their services. If the New York custom-house officers are entitled to a moiety of this twenty per cent. additional duty, the like officers at other ports will also be so entitled. When claims are asserted against the collector of a port for which a judgment may be rendered and execution levied upon his private property, the desire arises to hold the amount until the question is decided by the courts, under the belief that the Secretary cannot, under existing laws, pay the judgment without an act of Congress. The attention of Congress is called to these questions, in order that the proper remedy may be applied.

Instructions accompanying this report were sent to the several collection districts, with the view of securing efficient and reliable subordinate officers, and to ascertain whether any and what officers heretofore employed ought to be dispensed with. The collection districts have, in part, been visited by agents of the department, with instructions to examine the manner of keeping the books and accounts, and to ascertain in what manner the various employees discharge the duties confided to them, and also whether there has been a surplus or deficiency of force employed, and to make report to this department. In some of the districts part of the official corps employed has been dispensed with, and in others it has been thought best, with a view to the prompt discharge of the duties, to allow additional officers. In some cases the compensation has been increased, and in others it has been reduced. It is intended to have all the other collection districts visited and examined in like manner.

Many applications have been made for appointments as secret inspec-



tors of the customs. Upon examination it was found that it had grown into a practice for the department, at its discretion, to appoint secret inspectors of the customs at different rates of compensation, and that latterly the number of such appointments had greatly increased. A statement of those thus employed since the 20th September, 1850, with the rate of compensation allowed, accompanies this report. It could not be ascertained that any advantage to the revenue had resulted from the employment of this class of officers, and their employment was discontinued.

An examination was also made into the revenue cutter service, with a view to ascertain the character of the service and its efficiency. It was found that a large number of additional officers had just been appointed, and after allowing a captain and three lieutenants to each vessel, there were still twenty-seven officers more than the service required or the law allowed. The matter was submitted to the President, and the supernumerary officers dismissed. A list of the officers thus dismissed, and of those now in service, with a list of the revenue cutters and their stations, accompanies this report.

Besides the \$2,243,000 which was found at the commencement of my official duties to have been advanced to agents for the purchase of the public debt, it was ascertained that the further sum of \$475,000 was in the hands of agents under agreements to transfer the same for the department to different places of deposit, together with the sum of \$2,226,982 27 unaccounted for, and designed to pay interest, &c.

The withdrawal of this large sum of \$4,944,982 27 from the treasury, where the laws require it to be kept, and its deposit in the hands of agents for considerable periods of time being deemed hazardous to the treasury, if not in direct violation of law, it was thought best to reclaim the amount, and abandon that mode of transfer and paying interest, &c., and to effect the transfers by the sale of treasury drafts at the points where the money was needed for disbursements, as authorized by law, or by an actual transfer by an officer of the department, and to have the interest, &c., paid by the officers of the treasury. The plan adopted answers all the requirements of the service, with all necessary economy and despatch, and with less hazard than the previous one. It is proper to state that all the above sums have been replaced in the treasury, except \$100,000, for which suit has been instituted at Columbus, Ohio, and is still pending. A pledge of stocks of various descriptions was taken for part of the \$4,944,982 27, but none had been taken for the \$100,000 in suit in Ohio, and there is some apprehension that that sum will be lost.

Upon a careful examination and consideration of the treasury acts, it was considered within the power and duty of the department, it not absolutely required, to cause the public money to be always in the treasury, or in the custody of the assistant treasurers and depositaries designated by law, until regularly withdrawn for the purpose of disbursement in accordance with appropriations; and that all powers vested in the department in relation to the collection, safe-keeping, transfer, and disbursement of the public money, should be entrusted to and exercised by its officers. That plan has been adopted and adhered to, and no difficulty or inconvenience has arisen from the working of the system, and it is believed none can arise.

The 6th section of the act to provide for the better organization of the treasury, and for the safe-keeping, transfer, and disbursement of the public money, requires it "to be safely kept without loaning, using, depositing in banks, or exchanging for other funds." The section not only requires the assistant treasurers, &c., to perform the duties specially imposed by the act, but also requires them to perform all other duties which should be imposed by Congress or by any regulation of the Treasury Department made in conformity to law. The disbursing agents of the several departments of the government being without safe places of deposit for the public money entrusted to them, it was deemed right and within the provisions and the spirit of the law to require the treasurer and the assistant treasurers and depositaries designated by law to receive deposits from the disbursing agents of the government, and to pay out the same on their checks. A regulation to that effect was issued and is in operation, and accompanies this report. It is a great convenience to disbursing agents, and also secures the safety of the public money. The privilege of so depositing has not as yet been embraced by all the disbursing agents, and it has been suggested that some of them deposit with banks and brokers, under an erroneous idea that the act does not apply to them. It is believed that such deposits are in contravention of the law. No loss would be likely to occur in prosperous times; but, in adverse times, the money might not be forthcoming to meet the public demands. If this regulation should continue, and all the disbursing agents avail themselves of its advantages, the assistant treasurers at the principal ports where the public money is collected and disbursed, will require an additional clerk, at a competent salary, to act for the assistant treasurer in case of necessary absence.

In the Treasury Department, the accounts of all collectors, disbursing agents, &c., are rendered and settled. The law requires collectors to render their accounts quarterly, but authorizes the Secretary to require them oftener. Upon examination, it was found that the accounts of collectors of the customs were rendered quarterly, but did not generally reach the department until about the termination of the succeeding quarter, and were not settled by the accounting officers for some seven, eight, nine, or even more months from the end of the quarter for which they were rendered. This left unsettled accounts with collectors of the customs for at least two-thirds of the annual revenue from that source—say over \$30,000,000—and left in the hands of some of them large amounts until the settlement of their accounts. The prompt rendition and settlement of these accounts being deemed of vital importance to the correctness of the same and the safety of the revenue, it was thought that a change should be effected, if possible. Upon inquiry and investigation, it was considered that these accounts could be rendered monthly, and settled within the succeeding month. A regulation to that effect was issued, requiring all collectors to render monthly accounts from and after the 1st of July, 1853, which accompanies this report. The accounts for the months of July, August, and September were rendered, and settled under this requisition; and for the month of September, all, except those of the Pacific coast and some small districts on the Atlan-

tic, were rendered and settled within the month of October. The fact was thus ascertained that it is entirely practicable to have the accounts all so rendered and settled within the month, except those on the Pacific coast, which will require about two weeks longer.

There are other reforms as to the manner of keeping the books, and the statistical information to be derived from the custom-houses, and the registering of it in this department, that may be introduced with advantage to the public service, but which time and care are required to bring about and enforce properly.

Attention was also given to those branches of the department where the accounts of disbursing agents and others, owing money to or having claims against the government, are adjusted and settled. It was found that the official corps was disorganized, and some of the bureaus very much out of order, and greatly in arrear with the business confided to them.

The table W, which accompanies this report, exhibits the aggregate of accounts rendered and unsettled in each office in the month of March, 1853, and the amount of them which were outstanding on the books of the Solicitor of the Treasury. This table shows that there were accounts unsettled, to the aggregate of \$132,521,704 09, and that there had been settled an aggregate of \$30,500,154 50, leaving a balance of \$102,021,549 59, still outstanding; but of these there are \$14,918,802 36 on the books of the Solicitor of the Treasury, most of the accounts having been stated by the Auditors. For the purpose of closing these large balances, the accompanying letter was sent to the First and Second Comptrollers of the Treasury and the Commissioner of Customs. The settlements will be enforced as soon as practicable. In 1842, after the duties became payable in cash, the duty bonds remaining unpaid to the debit of the several collectors were passed to the debit of their successors, and continued to encumber their accounts and embarrass settlements. On the 9th September last, the Commissioner of Customs was directed to credit the collectors' accounts with these bonds, and open an account for them on the books of the treasury. These bonds constitute an additional outstanding sum on the books of the Solicitor. All claims due the United States, after a failure or refusal to pay, are put in suit in the district where the parties or some of them reside, and, except post office suits, go upon the books of the Solicitor of the Treasury, and are collected under his direction.

These uncollected claims, including duty bonds, on the books of the Solicitor, have accumulated from the commencement of the government, and now amount to the large aggregate of \$21,247,516 89. No commission or compensation is allowed to district attorneys for their collection, and no authority given to the Secretary upon the subject, or to disencumber the accounts of these accumulating balances. It is submitted to Congress, that authority might be given to allow compensation for the collection of these debts, and to compound for them when the parties are unable to pay in full, and there is no fraud, and to have the lost balances carried to an appropriate account.

It was also ascertained that many disbursing officers had not rendered their accounts within the three months required by law, whilst many of the accounts in the Third Auditor's office had been in the office unsettled for one, two, three, four, five, and even more years, and

the work was greatly behind in most of the offices. It was determined to reform the condition of these offices as soon as practicable. The first object to be effected was the prompt transaction of the current business, and the employment of as large a force as could be spared to bring up the arrearages.

The Third Auditor's office, under the newly appointed Auditor, F. Burt, charged with the settlement of a portion of the accounts of the War Department, was greatly in arrear. He was required to ascertain the state of its business, and put it in the best possible condition by the meeting of Congress, and make report up to that time. His report to the 31st of October, 1853, is herewith submitted, and exhibits the condition in which he found his office, and that which it had reached on that day. It is due to Mr. Burt to state, that besides the labor performed, as exhibited in his report, more correct principles of accounting and settling have been introduced, and that he is entitled to the credit of the reform he has made. The condition of that office, as appears by an additional report, is, at this time, such as Mr. Burt anticipated, and now the office has brought up its arrearages, and is capable of promptly acting upon all the business confided to it.

The business confided to the Second and Third Auditor's offices could be more advantageously distributed than it now is, and, it is believed, to the more prompt despatch of their duties. A proposition detailing such a partition accompanies this report, and is recommended to the consideration of Congress. Congress, in constituting and carrying out the Treasury Department, adopted the principle of having all accounts with and against the government stated, with a report of facts by an Auditor, and a re-examination by one of the Comptrollers, or the Commissioner of Customs. This principle has been departed from in allowing the Commissioner of Pensions to issue certificates of allowance to pension agents, and the pension to be paid without the allowance having been revised. The proposed arrangement gives to the Third Auditor the settlement of all army accounts, and to the Second Auditor all pension accounts, and brings the allowances of pensions by the commissioner under the control of the Second Auditor and Second Comptroller, thus restoring uniform action as to all allowances and settlements in the department.

Upon examination, the Sixth Auditor's office, charged with settling the accounts of postmasters and contractors for carrying the mail, was found to be greatly in arrear. The accounts of postmasters for small balances were found to have remained unsettled for several years, and such was the general condition of the business of the office as to render it doubtful whether the annual exhibits required by law could be made in time for the meeting of Congress. The newly appointed Auditor, W. F. Phillips, by efficient arrangement and persevering action, has restored order to the office and system to the business, and placed it in a condition to adjust and promptly settle all accounts. His report, herewith submitted, exhibits the condition in which he found the office, and that in which he has placed it, and entitles him to credit for the manner in which he has managed its duties.

The reports from the First, Second, Fourth and Fifth Auditors, the First and Second Comptrollers, the Commissioner of Customs, the Register of the Treasury, the Solicitor of the Treasury, and the Treasurer of

he United States, are herewith submitted. These offices, except those of the First and Fifth Auditors, were not so much in arrear as the Third and Sixth Auditor's offices; but greater promptitude and despatch have taken place in most of them, and it is believed that better rules of action have been introduced. The arrearages can be brought up, and the regular despatch of the current work secured.

The clerks in all the divisions were classified under the act of Congress of last session for that purpose, the examinations having been made as required by the act. The proper arrangement of business in the different offices requires that it shall be classified and allotted to a certain number of clerks, and a competent clerk placed in charge of each class, and made responsible for its prompt despatch, and that correct rules of action shall prevail in discharging the duties. The head clerks of these classes should have better salaries than those under them. The third and fourth classes do not furnish the requisite number of clerks for this purpose in some of the offices, and the salary of the first class is not a sufficient compensation for any clerk fit to be employed in the department. The act of Congress requiring clerks to be classified and examined before appointment seems to indicate an intention of procuring more competent clerks, and that the tenure of office should be more permanent. Many of the clerks have families, and a large number do not receive sufficient compensation for their support; and as the cost of living has greatly increased, the attention of Congress is called to this subject, with the recommendation that this class of meritorious officers shall be better compensated.

There is no limitation to the presentation of claims against the United States before the accounting offices, and claims disallowed, in whole or in part, are presented again and again upon the same, or but slightly varied, statements of facts. There are precedents in the department allowing these re-examinations, and large sums have been paid upon claims previously presented, adjudicated upon, and disallowed. There are other, and, it is believed, better precedents in the department against these re-examinations, holding the prior examination and disallowance of the claim, in whole or in part, conclusive until Congress directs the re-examination. The rule established by the latter precedents has been adopted, and no re-examination is allowed except upon the principle of a new trial at law, or a re-hearing or review in equity, when the application is made on sufficient grounds and within a reasonable time. The attention of Congress is respectfully called to this subject.

An abstract of the Coast Survey operations, under the superintendence of Professor Bache, also accompanies this report. It will be seen that the work has made good progress during the past year. The means furnished appear to have been carefully and economically used by the superintendent, and to have produced ample results. The operations in the field or afloat, and in the office, have extended to all the States and Territories of our vast sea coast on the Atlantic, the Gulf of Mexico, and the Pacific. On the Atlantic the triangulation reaches, with an interval of 22 miles, from the mouth of the Kennebec river, Maine, to Boyne sound, North Carolina. It is commenced in South Carolina, Georgia, and Florida, and extends from Mobile nearly to New Orleans, and from the head of Galveston bay to Matagorda bay,

in Texas. The other operations follow it closely. A hydrographic reconnoissance of our western coast has been made from San Diego to Frazer's river, and preliminary surveys of most of the harbors, with charts of them, have been published, or are in progress. It is believed that the history of such surveys does not present a parallel to the promptness with which the execution and publication of the work on that important coast has been made, keeping pace with the development of a commerce itself without a parallel. One hundred and forty-three maps and charts have already been issued from the coast survey office, including sketches of examinations of dangers on the coast where the regular surveys have not yet reached the localities. The report of the superintendent for the past year is accompanied with fifty-five maps and sketches, showing the progress of the work, and giving information important to navigation and commerce. The necessity of publishing the numerous observations accumulated in this work, and upon which the results are founded, is respectfully urged upon Congress. Besides the usual sketches, a map, ordered by Congress, showing, by colors, the progress of the different parts of the work, is ready for transmission. The present period of prosperity should be used to furnish all reasonable resources for the completion of this great work of science and utility; and, in order to facilitate its final completion, it is recommended that the estimate presented by the superintendent be granted. The department has derived important assistance from the coast survey in the surveys relating to light-houses and in the location of surf-boats. In the distribution of the reports, papers, &c., the superintendent and his assistant should be vested with the franking privilege.

A report and supplement from the Light-house Board accompanies this report, exhibiting its operations for the past year. That board is charged with the duty of providing and distributing supplies of all kinds to the different light-houses and light-vessels; of making examinations and instructions; of submitting estimates of cost of repairs of the different towers, buildings, sea-walls and light-vessels, and of raising, cleaning, painting, numbering, and replacing all buoys authorized by Congress, &c. These duties have been discharged with promptitude and efficiency, and it is believed with economy. It will be seen that there are now in operation 347 light-houses; 27 are in the course of construction, and 44 more authorized, but not yet commenced. There are 44 light-vessels in operation and five in the course of construction. The estimate for this service for the fiscal year ending June 30, 1854, was \$890,033 42; and for the year ending June 30, 1855, it is \$906,161 43. These light-houses and light-vessels, extending over our Atlantic and Pacific coasts and our lakes, add greatly to the security of our commerce, which, as it augments, calls for additional light-houses and light-vessels on our extended coasts, and consequently for increased expenditure. These light-houses and light-vessels should be sufficiently numerous to afford the benefit of light wherever the safety of vessels requires it; but lights should not be so multiplied as to mislead navigators, and should always be of the best and most reliable character for their positions. The science and practical knowledge of the Light-house Board, aided by that of the Coast Survey, it is believed will guard the department against mistakes in the location of the light

secure the best and most permanent light-houses with the proper lights, and confine the expenditure to the real objects sought to be obtained with the necessary economy.

The abstract accompanying this report shows twenty-three custom-houses belonging to the government and now in use; also fifteen for which appropriations have been made by Congress, and proceedings taken towards their construction. This abstract exhibits the condition of the title and jurisdiction to each as far as acquired; the progress made under the appropriations; the amount thereof, with estimates of the sums that will be required to complete those under contract; and the sums required to proceed with the others. The appropriations are not sufficient to complete these buildings of the materials and in the style suitable to such structures, and therefore additional estimates have been submitted.

The construction of these buildings is confided to the department, and almost every thing but the amount of the appropriation left to the discretion of the Secretary. No system had been devised for the due performance of this duty, nor had the management of the business been confided to any particular branch of the department. An architect had been employed in the department at a salary of \$3,000 per annum, with travelling expenses allowed when absent inspecting the works, &c. He was paid out of the several appropriations, according to the time given to each work. Local architects and superintendents had also been appointed, and were paid out of the appropriations, but there was no system of keeping or rendering accounts at the respective works, nor of keeping the same in the department. With a view to a more efficient management, application was made to the Secretary of War for a scientific and practical engineer to be placed in charge of the construction of these buildings, and Captain Alexander H. Bowman, of the engineer corps, was detailed and assigned to that duty. General regulations for the conduct of the business have been adopted and sent to those in charge of the respective works, and a department of construction organized for the supervision of the whole. The general regulations accompany this report, as also a copy of the local organizations, in order that Congress may see how the business of construction is conducted by the department. The compensation paid to Captain Bowman has been fixed at \$8 per day, less his pay as captain, with his travelling expenses whilst inspecting the works; and the architect has also been retained, to aid the department in his particular line. The work at the New Orleans custom-house has made good progress during the spring, summer, and fall, notwithstanding the sickness at New Orleans, and it is intended to continue the work through the winter. For the Charleston custom-house, the foundation is nearly completed, and the granite for the basement is being delivered; and that work also will be continued through the winter. The other custom-houses contracted for, as stated in the abstract, are in various stages of progress, and it is expected that greater despatch, and an improvement in the work and materials, will result from the new arrangements.

It appearing that contracts had been awarded to persons unskilled in the construction of the works contracted for, and the contracts subsequently sold, in the advertisements published by the department notice

was given that the contracts would only be awarded to those practically skilled in building, and that assignments would not be allowed without the consent of the department.

The custom-house contracted to be built at San Francisco, California, was located on a square embraced by what is termed the government reserves, and a large sum had been expended in filling up the square and piling for the foundation. The State of California set up claim to the reserves, and upon investigation it was considered hazardous to proceed with the custom-house, as the title might prove defective. Notice was given to the contractors, and the work was suspended, and application made to the State of California for a relinquishment of all claim to the custom-house square. The legislature passed an act to sell the government reserves, excepting out of the sale the custom-house lot; but there was no release to the United States of all claim to it. Consequently, the work remains suspended, and the application has been renewed for the release, and it is expected the release will be obtained, and that the contractors for the custom-house will be enabled to proceed with the building.

The abstract accompanying this report exhibits marine hospitals at Chelsea, near Boston; Norfolk, Virginia; Ocracoke, North Carolina; Cleveland, Ohio; Chicago, Illinois; Pittsburg, Pennsylvania; Louisville, Kentucky; Paducah, Kentucky; Natchez, Mississippi; New Orleans, Louisiana; Mobile, Alabama; and Key West, Florida. Appropriations have been made for such establishments at Napoleon, Arkansas; Vicksburg, Mississippi; Evansville, Indiana; Portland, Maine; San Francisco, California; and the hospitals are in course of construction, and some of them, as appears by the abstract, nearly completed. At Baltimore, New Orleans, Charleston, Cincinnati, Nashville, and Barnstable, arrangements for sick and invalid seamen are made with medical hospitals and other institutions. In other, and smaller ports, the collectors provide for invalid seamen, conformably to circulars from the department. The marine hospitals are sustained, in part, by the hospital fund collected from seamen, and in part by appropriations by Congress. The construction of hospitals will be under the superintendence of the department organized for the construction of custom-houses, and the same system of accountability and inspection will be applied to them. By-laws and regulations for the government of the respective hospitals, so modified as to suit each locality, have been prepared and put in force, and the charge of them, in this department, so arranged that the accounts are required to be periodically rendered, and a proper economy enforced. These hospitals, with adequate provision for sick and disabled seamen, are recommended to the continued favorable consideration of Congress.

The act of Congress to provide for the better security of the lives of passengers on board vessels propelled, in whole or in part, by steam, has claimed the attention of the department. The supervising inspectors were all in due time appointed, as also the local boards provided in the act. They entered at once on the discharge of the duties specified in the act, and have been arduously engaged in giving it full effect. There will not have been a year's experience, under its full operation, until about the 1st June next; but so far its operation has been highly



favorable, and gives reason to hope that better security, both as to life and property, on steam-vessels, will be the result of its faithful and vigilant execution. Interrogations have been sent out by the department, under the provisions of the 40th section, in order to elicit the information designated in the 39th section, and when answers shall be received the interrogations and the information elicited will be duly communicated. In the mean time, a report received from the board of inspectors convened at Cincinnati, and giving much valuable information, is herewith transmitted. The operation of the act promising to be highly beneficial, the Pacific coast should participate in all the benefits and advantages it is calculated to afford. Under the existing provisions of the act this is impracticable, and therefore it is recommended that a new supervising district be established, to embrace that coast, with a supervising inspector. Inconvenience arises from there being two sets of local inspectors—one set under the act of 1838, and the other set under the act of 1852. The inspectors under the act of 1838 are in no way under the superintendence of this department; although, without its concurrence, the necessary papers cannot be issued by the custom-house officers. Those under the act of 1852 are under the superintendence of the department. It is not desirable that the boats inspected under the act of 1838 should be subject to all the provisions of the act of 1852; but it is desirable that there should be but one set of inspectors, and that all should be under proper superintendence.

Attention is called to the Louisville and Portland canal. The ten thousand shares of capital stock in that company, under the provisions of the act of the legislature of Kentucky, have been reduced to 3,712, of which 2,902 belong to the United States, and 810 to individuals. These 810 shares will be reduced by the earnings of the canal for the year 1853, of which the company will furnish a report, and the earnings of 1854 will complete the purchase, and leave the United States the sole stockholder and proprietor of the canal, and entitled to possession of it on complying with the condition of the act of Kentucky under which the private stock has been purchased. That condition requires that no more tolls shall be collected than will be sufficient to keep the canal in repair, pay the necessary cost of superintendence and custody, and make all the improvements needed, fully to answer the purpose of its establishment, and to protect and guard the interests of commerce. An appropriate act is wanted at the present session, to provide for the superintendence of the canal and the carrying out of the provisions of the act of the legislature of Kentucky, in order to make the canal free, as far as practicable, to the commerce of the Ohio.

Attention is also called to the \$5,000,000, balance of the \$10,000,000, agreed to be given to Texas in the settlement of the boundary of New Mexico, and not yet issued, but retained under the proviso to the boundary bill. The late administration decided that all the stock of Texas mentioned in that proviso must first be released to the United States before the stock could be issued, and the present administration determined not to disturb that decision. The consequence is, that the creditors of Texas remain unpaid, although many are willing to file their stock and release all claim on the United States, and receive the proportion of the \$5,000,000 accorded to them by Texas, while the

United States, with abundant means to pay, cannot do so, and the debt remains liable to a claim for interest, which, under the act, could not well be refused.

Attention is also called to the fact that the treasury building does not afford sufficient room for the accommodation of the clerks of the department, and that the Land Office, belonging to the Department of the Interior, is now accommodated in the building to the exclusion of part of the clerks of the Third Auditor, and of all the clerks of the First and Fifth Auditors. The basement rooms in the treasury building have been found so damp and unhealthy as to make it proper to rent a building, and remove part of the clerks of the Third Auditor from the basement. The Fifth Auditor and his clerks had been accommodated in the building occupied by the State Department, but the Secretary, requiring the rooms for his own clerks, requested the removal of the Fifth Auditor and his clerks, and a building was rented and that officer removed to it. The rented buildings are not as safe for the records as the rooms of the treasury building, and there is great inconvenience in having part of the clerical force out of the building, and beyond immediate control.

Attention is also called to the fact that James Collier, late collector of San Francisco, was indicted for failing to pay over the revenue collected by him, and for loaning it in violation of law. He was arrested under a writ issued in accordance with the laws of the United States, and when about to be conveyed by the marshal to California to answer the indictment, was taken out of his custody by writ of *habeas corpus*, issued by a judge of the State of Ohio, and set at large. There is no law to transfer such cases to a United States judge, and no provision for an appeal from the decision of the State judge.

Attention is called to the acts of Congress giving authority to rent warehouses and other buildings for the use of the custom-houses. There seems to be no limitation to the authority to rent, other than the discretion of the collector and the sanction of the Secretary. Under pretence of this authority a contract was made by my predecessor with Eldridge, under date of the 28th August, 1851, to construct four warehouses in San Francisco, to be finished in 18 months, and to rent them for the term of ten years from time of completion, at the agreed rent of \$1,500 per month each, subject to revaluation every two years. Another contract was made on the 24th of February, 1853, with Theodore Adams, to construct another building, and rent it for 10 years at \$25,000 per year, the rent to be fixed anew every two years. Upon examination it was thought that there was no authority given to the Secretary to make these leases. The Eldridge buildings had been constructed and about 16 months' rent paid, 12 months of it in advance, to the 1st of January, 1854, and the Adams contract had just been made. Notice was given to Eldridge that the contract with him was considered to have been made without sufficient authority, and that the buildings would be abandoned after the time to which the rent had been paid in advance. Notice was given to Adams that the contract with him was considered to have been made without authority of law, and that the building would not be accepted, nor the contract to rent considered binding on the United States. The attention of the department has since been called to

a joint resolution of Congress in relation to the bonded warehouses in the city of New York, the proviso to which, it was contended, gave the Secretary authority to make these contracts and leases, but which, under a proper construction, gives no such authority. It was subsequently thought that the acceptance of the Eldridge houses by the collector and the Secretary, and the payment of the rent in advance, might be deemed a renting within the authority given to the collector and Secretary; and notice has been given that the buildings will be retained until Congress shall decide upon the subject. The notice to Adams has not been withdrawn, and the building will not be accepted unless Congress shall declare the contract and leasing obligatory. It is submitted to Congress that this authority to contract for buildings and renting for long periods, if it really exists, requires modification and restriction within proper limits.

An exhibit also accompanies this report, showing the number of persons employed at each port, with the expenses.

The resolution of the Senate of the 19th of January, 1853, requiring the Secretary of the Treasury to have prepared and submitted to the Senate, at its next session, a general revenue law, with a view of superseding all existing laws upon the subject, &c., has claimed attention; and some progress has been made in the work, which it is expected will be presented, in whole or in part, during the session, and in time for the consideration of Congress.

The circular instructions issued by me from time to time, and not hereinbefore mentioned, also accompany this report.

All which is respectfully submitted.

JAMES GUTHRIE,  
*Secretary of the Treasury.*

Hon. D. R. ATCHISON,  
*President pro tem. of the U. S. Senate.*

*List of papers accompanying the annual report of the Secretary of the Treasury on the finances, of December 6, 1853.*

- A. Statement of receipts and expenditures for the year ending June 30, 1853
- B. Statement of receipts and expenditures for the quarter ending September 30, 1853.
- C. Table showing the purchase and redemption of stocks from July 1, 1852, to December 3, 1853.
- D. Notice of the redemption of the five per cent. stocks of 1843.
- E. Notice of 30th July, 1853, of redemption of stocks.
- F. Notice of 22d August, 1853, of redemption of stocks.
- G. Exports and imports.
- H. Articles imported free of duty, and their value, for six years.
- I. Articles to be made free.
- K. Articles to pay high rate of duty.
- L. Articles duty free in foreign ports.
- M. J. Ross Browne's report on fishing bounties.
- N. Table showing the tonnage of the United States.
- O. Table of coinage from 1792 to 1853.
- P. Coin and bullion imported and exported from 1821 to 1853.
- Q. Lease and contract of Bank of Commerce and Bank of the State of New York, to the United States.
- R. Circulars to collectors upon their appointments to office, relative to inspectors, &c.
- S. List of secret inspectors.
- T. Statement of revenue cutter officers removed and those now in service; also cutters in service and their stations.
- U. Instructions to treasurer and assistant treasurers to receive deposits.
- V. Regulation requiring monthly accounts.
- W. Balances on books of accounting officers.
- X. Instructions to First and Second Comptrollers of the Treasury and Commissioner of Customs.
- Y. Instructions relative to duty bonds.
- Z. Balances on the books of the Solicitor.
- AA. Report of Third Auditor.
- AB. Third Auditor, with supplemental report.
- AC. Propositions to modify Second and Third Auditors' offices.
- AD. Auditor of Post Office Department.
- AE. First Auditor.
- AF. Second Auditor.
- AG. Fourth Auditor.
- AH. Fifth Auditor.
- AI. Report of the First Comptroller.
- AK. Report of the Second Comptroller.
- AL. Commissioner of Customs.
- AM. Register of the Treasury.
- AN. F. B. Streeter, Solicitor of the Treasury, report of the state of the business of his office.
- AP. Report of the Treasurer of the United States.
- AQ. Report of the Coast Survey.
- AR. Report of the Light-house Board.
- AS. Custom-houses.

- AT. Regulations for the construction of custom-houses and other buildings.
- AU. Organization for custom-house at Charleston.
- AV. Marine hospitals.
- AW. Report of the board of supervising inspectors.
- AX. Advances made to and persons employed in custom-houses.
- AZ. Circulars issued to collectors since 4th March, 1853.
- BC. Wines, spirits, &c., from 1821 to 1853.
- BD. Breadstuffs and provisions exported from 1821 to 1853.
- BE. Tobacco and rice exported from 1821 to 1853.
- BF. Goods remaining in warehouse.
- BG. Cotton exported from 1821 to 1853.
- BH. Value and duties on certain articles for the years 1849 to 1850.
- BI. Foreign merchandise imported, re-exported, and consumed, from 1821 to 1853.
- BK. Foreign merchandise re-exported from 1821 to 1853.
- BL. Imports, and imports consumed; exports and tonnage from 1821 to 1853

## A.

*Statement of duties, revenues, and public expenditures, during the fiscal year ending June 30, 1853, agreeably to warrants issued, exclusive of trust funds and treasury notes funded.*

The receipts into the treasury during the fiscal year ending June 30, 1853, were as follows:

From customs, viz:

During quarter ending September 30, 1852.....	\$15,723,935 71	
Do.....do.....December 31, 1852.....	11,307,465 45	
Do.....do.....March 31, 1853.....	16,208,498 82	
Do.....do.....June 30, 1853.....	15,691,965 54	
		<u>\$58,931,865 52</u>

From sales of public lands, viz:

During quarter ending September 30, 1852.....	415,945 91	
Do.....do.....December 31, 1852.....	243,587 16	
Do.....do.....March 31, 1853.....	422,030 78	
Do.....do.....June 30, 1853.....	585,521 14	
		<u>1,667,084 99</u>

From miscellaneous and incidental sources..... 732,623 89

Total receipts..... 61,337,574 40

Balance in the treasury July 1, 1852..... 14,632,136 37

Total means..... 75,969,710 77

The expenditures for the fiscal year ending June 30, 1853, exclusive of trust funds, were:

CIVIL LIST.

Legislative, including books.....	\$2,015,313 16	
Executive.....	1,611,814 36	
Judiciary.....	878,309 54	
Governments in the Territories of the United States.....	123,764 86	
Surveyors and their clerks, &c.....	93,080 01	
Officers of the mint and branches.....	52,550 00	
Commissioner of the Public buildings, clerk, &c.....	3,065 00	
Secretary to sign patents for public lands.....	1,500 00	
		<u>\$4,784,396 93</u>

FOREIGN INTERCOURSE.

Salaries and outfits of ministers and chargés des affaires...	290,005 74	
Salary of minister resident to Turkey.....	9,000 00	
Salaries of secretaries of legation.....	24,060 72	
Salary and outfit of commissioner to reside in China.....	33,185 39	
Commissioner to the Sandwich Islands.....	2,250 00	
Dragoman and assistant dragoman to Turkey.....	5,250 00	
Secretary and interpreter to Chinese mission.....	3,750 00	
Compensation for certain diplomatic services.....	22,014 19	
Contingent expenses of all the missions abroad.....	51,164 28	
Contingent expenses of foreign intercourse.....	34,399 43	
Salary of consul at London.....	3,000 00	
Clerk hire and office rent of consul at London.....	2,090 75	
Salary of consul at Alexandria.....	6,250 00	
Salary of consul at Beyrout.....	625 00	
Salaries of consuls at Kwang, &c., China.....	3,000 00	
Office rent of consul at Basle, Switzerland.....	100 00	
Relief and protection of American seamen.....	113,146 20	
Intercourse with Barbary powers.....	13,767 40	
Interpreters, guards, and other expenses of consulates in the Turkish dominions.....	989 7	

Awards under 15th article of treaty between the United States and Mexico .....	\$10,914 99
To enable the President to conclude a treaty with Mexico.....	21,894 12
Contingent expenses of board of commissioners under treaty with Mexico .....	13,412 70
Payment under 9th article of treaty between the United States and Spain.....	870 00
Payment of liquidated claims against Mexico.....	544 86
	<hr/>
	665,635 54
Deduct amount of repayments on appropriations where there were no expenditures.....	66,655 40
	<hr/>
Total foreign intercourse.....	\$599,030 14

## MISCELLANEOUS.

Mint establishment .....	153,530 42
Salaries of assistant treasurers and clerks.....	25,121 41
Compensation of $\frac{1}{2}$ per centum to each designated depository.....	317 50
Contingent expenses under act for collecting, &c., public revenue .....	16,188 07
Compensation to special agents to examine books, &c., in the several depositories .....	3,280 92
Expenses incident to loans and treasury notes.....	12,779 38
Expenses incident to issue of \$10,000,000 of stock for Texan indemnity .....	204 18
Redemption of outstanding loan office and final settlement certificates .....	4,442 05
Survey of the coast of the United States.....	186,000 00
Survey of the western coast of the United States.....	150,000 00
Continuing survey of Florida reefs and keys, &c.....	30,000 00
Reconstruction and repairs of steamer Bibb, used in the survey of Nantucket shoals.....	18,000 00
Per-centage in salaries of officers attached to the coast survey .....	4,172 57
Fuel and quarters of officers of the army serving on coast survey .....	4,500 00
Relief of the corporate cities of the District of Columbia..	43,378 42
Reimbursement of debt contracted by several corporate cities of District of Columbia .....	60,000 00
Results and account of the exploring expedition, &c.....	18,000 00
Mail services of several departments of the government, per 12th section act March 3, 1847, and 8th section act March 3, 1851.....	400,000 00
To supply any deficiency that may arise in the Post Office Department, per 9th section act March 3, 1851.....	500,000 00
Mail services for two houses of Congress, and other departments of the government, per 8th section act of March 3, 1851.....	875,000 00
For the service of the Post Office Department, to supply a deficiency in the revenue of that department for the year 1853, per act March 3, 1853.....	378,750 00
Payment to Chickasaw Indians, amount of defalcation of Captain R. D. Collins, United States disbursing agent...	45,592 68
Payment of horses and other property lost in the military service of the United States .....	2,215 01
Salaries and expenses of supervising and local inspectors..	24,614 36
Consular receipts.....	3,214 95
Expenses of removing to the State whence they fled, fugitives from service or labor.....	2,586 29
Expenses of the Smithsonian Institution, per act August 10, 1846 .....	30,910 14
Expenses incurred by the provisional government of Oregon, in defending the people of the Territory from Cayuse Indians.....	84,324 16

Claims of the State of Maine .....	\$11,269 07
Purchasing, &c., land near the city of Mexico for a cemetery.....	3,480 34
Statues for the east front of the Capitol.....	5,830 00
Claims not otherwise provided for .....	1,161 07
Payment of draughtsman and assistants to the head of the scientific corps, &c., in reconstruction of maps of boundary, under the treaty of Washington.....	2,050 00
Payment of messengers of respective States for conveying to the seat of government the electoral votes .....	12,917 50
Purchase of a library to be kept at the seat of government of the Territory of Washington .....	4,000 00
Public buildings in the Territory of Minnesota.....	6,000 00
Public buildings in the Territory of New Mexico.....	19,700 00
Purchase of library for Territory of New Mexico.....	564 67
Per-centage in salaries of twelve watchmen at the navy yard, Washington.....	2,253 80
Purchase of 100 complete sets of Little & Brown's edition of Statutes at Large, from volume 1 to volume 9.....	3,150 00
To pay for printing the estimates of appropriations.....	2,970 00
Expenses of collecting revenue from customs.....	2,243,377 73
Payment of debentures or drawbacks, bounties or allowances.....	519,680 11
Repayment to importers, excess of deposits for unascertained duties.....	1,052,086 75
Refunding duties.....	19,393 61
Debentures and other charges .....	187,326 19
Additional compensation to collectors, naval officers, &c... ..	10,060 96
Salaries of special examiners of drugs.....	7,300 75
Proceeds of the sale of goods, &c., per act April 2, 1844..	1,070 16
Construction and equipment of not less than six revenue cutters. ....	31,376 24
Support and maintenance of light-houses, &c.....	615,638 42
Building light-houses, &c.....	325,975 09
Marine hospital establishment.....	280,750 10
Building, &c., marine hospitals.....	42,596 53
Do..... custom-houses .....	581,554 12
Fuel and quarters of officers of the army serving on light-house duty.....	1,352 36
Additional compensation to officers and men of the revenue service who served on the coast of California and Mexico. ....	12,670 00
To secure some proper place for the burial of seamen who die in the New York hospital.....	5,000 00
Expenses of collecting revenue from sales of public lands. ....	112,220 46
Surveys of public lands, &c.....	295,262 44
Expenses incurred in geological reconnoissance in Oregon..	16,934 25
Expenses of the mineral land service .....	27,317 37
Running and marking meridian boundary between Wisconsin and Minnesota.....	600 00
Running and marking northern boundary of Iowa.....	14,724 65
Expenses of surveying and marking boundary between the States of Missouri and Iowa .....	5,521 34
Repayments for lands erroneously sold .....	34 035 14
Refunding moneys where certain lands have been entered in Greensburg district, Louisiana.....	3,741 83
Services heretofore performed by registers and receivers in locating military bounty land warrants.....	136,158 01
Payment of bounty land certificates.....	1,325 00
Two and three per cent. to the State of Alabama.....	13,875 17
Two and three..... do..... do..... Mississippi.....	11,812 99
Three..... do..... do..... Missouri.....	17,405 84
Five..... do..... do..... Louisiana.....	5,765 73
Five..... do..... do..... Florida.....	1,865 22
Five..... do..... do..... Arkansas.....	8,941 80
Five..... do..... do..... Iowa.....	11,901 90
Debentures and other charges (lands,) .....	1,776 87
Expenses of settling land claims in California.....	49,633 65



Expenses of running and marking boundary between the United States and Mexico .....	\$345,469 82
Subdividing islands of Santa Cruz, &c., on the coast of California.....	20,000 00
Expenses of taking the seventh census.....	127,485 30
Patent fund.....	111,544 87
Per-centage on salaries in the Patent Office.....	5,110 70
Extension of the Capitol.....	515,000 00
Repairs of the Congressional library-room lately destroyed by fire.....	62,500 00
Completing east wing of the Patent Office building.....	123,382 56
Erection of the west wing of the Patent Office building...	62,000 00
Repairs and alterations of public buildings in Washington, improving streets, squares, &c.....	127,447 25
Repairs of Potomac and Eastern Branch bridges, &c.....	13,607 00
Bridge across the Potomac at the Little falls.....	11,000 00
Purchasing a site and erecting, &c., an asylum for the insane of the District of Columbia, &c.....	35,000 00
Support and maintenance of the penitentiary in the District of Columbia .....	9,210 00
Support and maintenance of the insane paupers of the District of Columbia.....	8,932 77
Support and medical treatment of twelve transient paupers of the District of Columbia.....	2,000 00
Auxiliary watch for the City of Washington.....	15,190 00
Relief of sundry individuals.....	328,133 25
Miscellaneous items.....	2,723 44
<b>Total miscellaneous.....</b>	<b>\$11,792,369 70</b>

## UNDER DIRECTION OF THE DEPARTMENT OF THE INTERIOR.

Indian department.....	3,761,102 74
Pensions, military .....	1,551,923 80
Pensions, naval.....	175,336 30
Claims of the State of Virginia.....	20,043 75
Relief of sundry individuals.....	21,069 00
<b>Total under Department of the Interior.....</b>	<b>5,529,535 59</b>

## UNDER DIRECTION OF THE WAR DEPARTMENT.

Army proper .....	7,314,491 18
Military Academy .....	146,523 53
Fortifications and other works of defence.....	112,675 37
Armories, arsenals, and munitions of war.....	856,421 97
Harbors, rivers, roads, &c.....	463,579 30
Surveys .....	208,213 16
Arming and equipping militia .....	202,399 78
Relief of sundry individuals, and miscellaneous.....	276,000 40
Payment of volunteers .....	361,936 18
<b>Total under War Department.....</b>	<b>9,947,290 87</b>

## UNDER DIRECTION OF THE NAVY DEPARTMENT.

Pay and subsistence, including medicines, &c.....	3,782,236 35
Increase, repairs, ordnance, and equipments .....	2,300,607 00
Contingent expenses.....	534,467 31
Navy yards .....	693,033 12
Navy hospitals and asylums .....	36,428 45
Dry docks.....	732,056 65
Steam mail service.....	1,564,933 61
Relief of sundry individuals, and miscellaneous.....	833,210 56
Marine corps.....	364,661 54
<b>Total under Navy Department.....</b>	<b>10,891,639 59</b>

## PUBLIC DEBT.

Paying the old public debt.....	\$1,165 91	
Interest on public debt, including treasury notes.....	3,665,832 74	
Redemption of stock, loan of 1842.....	167,495 60	
Do.....do.....1843.....	4,296,862 50	
Do.....do.....1846.....	63,200 00	
Do.....do.....1847.....	1,663,650 00	
Do.....do.....1848.....	193,300 00	
Premium, commission, &c., on stocks redeemed.....	420,493 64	
Reimbursement of treasury notes, per acts prior to July 22, 1846, received for customs.....	250 00	
Reimbursement of treasury notes, per act July 22, 1846, paid in specie.....	50 00	
Reimbursement of treasury notes, per act January 22, 1847, paid in specie.....	50 00	
Redemption of treasury notes, purloined.....	200 00	
Total public debt.....		\$10,482,555 39
Total expenditures.....		54,026,818 21
Balance in the treasury July 1, 1853.....		21,942,892 56

F. BIGGER, *Register*.TREASURY DEPARTMENT, *Register's Office*, Nov. 23, 1853.

## B.

*Statement of the receipts and expenditures of the United States for the quarter ending Sept. 30, 1853, exclusive of trust funds and treasury notes funded.*

RECEIPTS.		
From customs.....		\$19,712,822 00
From sales of lands.....		1,489,562 05
From miscellaneous sources.....		147,994 87
EXPENDITURES.		21,356,378 92
Civil list, foreign intercourse, and miscellaneous.....		4,391,091 62
Interior—Pensions.....	\$527,972 76	
Indian department.....	318,240 25	
		846,213 01
War—Army proper, &c.....	2,547,741 22	
Fortifications, ordnance, &c.....	388,120 18	
		2,935,861 40
Navy.....		3,140,129 35
Paying (old) public debt.....	100 00	
Redemption of stock, loan of 1842.....	219,500 00	
Do.....do.....1843.....	1,415,252 98	
Do.....do.....1846.....	347,500 00	
Do.....do.....1847.....	1,106,600 00	
Do.....do.....1848.....	335,258 20	
Premium and commission on stock redeemed.....	367,395 99	
Reimbursement of treasury notes, per acts prior to 22d July, 1846, paid in specie.....	100 00	
		3,791,707 17
Deduct amount refunded for advances for paying interest on public debt, &c.....	13,618 85	
		3,778,088 32
		15,081,333 70

F. BIGGER, *Register*.TREASURY DEPARTMENT, *Register's Office*, Nov. 23, 1853.

## C.

*Purchase and redemption of the stocks of the United States from July 1, 1852, to December 3, 1853, inclusive.*

Date of payment.		Descript'n of stock.	Amount of princi- pal.	Premium, accruing interest, and such commissions as were paid prior to July 1, 1853.	Aggregate.
1852, July	4.....	1843	\$153,200 00	-----	\$153,200 00
Oct.	15.....	1843	49,500 00	\$499 33	49,999 33
	21.....	1843	101,000 00	-----	101,000 00
	23.....	1843	700,000 00	*15,500 00	715,500 00
	23.....	1847	250,400 00	46,264 87	296,664 87
Nov.	17.....	1843	100,000 00	1,833 34	101,833 34
	30.....	1843	50,000 00	231 75	50,231 75
Dec.	2.....	1843	501,300 00	3,133 13	504,433 13
	10.....	1843	25,000 00	-----	25,000 00
	20.....	1847	362,750 00	70,507 92	433,257 92
	31.....	1848	10,000 00	2,000 00	12,000 00
1853, Jan.	6.....	1843	16,400 00	123 00	16,523 00
	7.....	1843	10,000 00	-----	10,000 00
	10.....	1843	7,000 00	-----	7,000 00
	11.....	1843	2,600 00	-----	2,600 00
	12.....	1843	86,500 00	-----	86,500 00
	15.....	1843	11,800 00	-----	11,800 00
	18.....	1843	31,000 00	193 75	31,193 75
	20.....	1843	239,000 00	-----	239,000 00
	26.....	1843	42,000 00	-----	42,000 00
	31.....	1843	12,500 00	-----	12,500 00
Feb.	9.....	1843	22,200 00	34 08	22,234 08
	15.....	1843	2,000 00	-----	2,000 00
	18.....	1843	46,000 00	-----	46,000 00
	22.....	1847	323,850 00	63,022 56	386,872 56
	22.....	1848	10,750 00	2,118 84	12,868 84
	23.....	1842	2,700 00	408 37	3,108 37
	26.....	1842	30,500 00	4,657 50	35,157 50
	26.....	1843	35,000 00	-----	35,000 00
	26.....	1846	3,000 00	236 25	3,236 25
	26.....	1847	34,000 00	6,862 25	40,862 25
	26.....	1848	25,000 00	5,062 50	30,062 50
	28.....	1843	1,000 00	-----	1,000 00
	28.....	1847	3,000 00	607 50	3,607 50
	28.....	1848	10,000 00	2,062 50	12,062 50
Mar.	1.....	1847	38,300 00	7,877 37	46,177 37
	2.....	1842	16,000 00	2,480 00	18,480 00
	2.....	1847	31,700 00	6,220 03	37,920 03
	2.....	1848	1,700 00	348 50	2,048 50
	3.....	1847	25,100 00	5,208 25	30,308 25
	4.....	1842	10,000 00	1,550 00	11,550 00
	4.....	1847	56,200 00	11,799 00	67,999 00
	7.....	1842	81,600 00	12,493 00	93,093 00
	8.....	1847	5,000 00	1,012 50	6,012 50
	8.....	1848	5,000 00	1,012 50	6,012 50
	9.....	1847	10,000 00	1,949 79	11,949 79
	11.....	1843	4,600 00	-----	4,600 00
	12.....	1847	41,050 00	7,774 52	48,824 52
	12.....	1848	15,000 00	2,810 93	17,810 93
	16.....	1843	15,000 00	-----	15,000 00
	17.....	1843	14,000 00	-----	14,000 00
	18.....	1843	8,000 00	-----	8,000 00
	19.....	1843	19,000 00	-----	19,000 00
	21.....	1847	1,400 00	261 44	1,661 44

\* This is interest on \$803,200; the balance of principal being included in another date.

## C—Continued.

Date of payment.	Descript'n of stock.	Amount of principal.	Premium, accruing interest, and such commissions as were paid prior to July 1, 1853.	Aggregate.
1853, Mar. 22.....	1843	\$20,000 00	.....	\$20,000 00
23.....	1842	27,600 00	\$3,823 50	31,423 50
23.....	1847	104,600 00	20,792 49	125,392 49
23.....	1848	32,400 00	6,425 50	38,825 50
24.....	1843	17,500 00	.....	17,500 00
25.....	1843	7,000 00	.....	7,000 00
26.....	1843	16,000 00	.....	16,000 00
26.....	1847	13,000 00	2,334 35	15,334 35
28.....	1843	32,000 00	.....	32,000 00
29.....	1847	5,800 00	1,094 77	6,894 77
29.....	1848	5,000 00	939 57	5,939 57
30.....	1843	9,000 00	.....	9,000 00
31.....	1843	14,000 00	.....	14,000 00
April 1.....	1842	95 60	14 22	109 82
1.....	1847	70,200 00	14,148 49	84,348 49
1.....	1848	15,000 00	3,018 75	18,018 75
2.....	1843	77,000 00	.....	77,000 00
5.....	1843	37,400 00	.....	37,400 00
5.....	1842	5,912 89	720 71	6,633 60
5.....	1847	33,900 00	7,223 61	41,123 61
7.....	1843	23,300 00	.....	23,300 00
11.....	1843	7,700 00	.....	7,700 00
12.....	1848	10,000 00	1,880 94	11,880 94
13.....	1843	16,000 00	.....	16,000 00
16.....	1843	10,000 00	.....	10,000 00
20.....	1843	50,000 00	.....	50,000 00
23.....	1843	5,000 00	.....	5,000 00
25.....	1843	4,000 00	.....	4,000 00
29.....	1843	101,000 00	.....	101,000 00
May 5.....	1843	22,000 00	.....	22,000 00
6.....	1843	29,000 00	.....	29,000 00
9.....	1843	182,600 00	.....	182,600 00
10.....	1843	500 00	.....	500 00
11.....	1847	11,000 00	2,231 14	13,231 14
11.....	1848	32,000 00	6,490 61	38,490 61
12.....	1847	9,850 00	1,999 52	11,849 52
14.....	1843	41,000 00	.....	41,000 00
14.....	1847	25,000 00	4,548 38	29,548 38
14.....	1848	5,000 00	909 67	5,909 67
16.....	1843	30,000 00	.....	30,000 00
16.....	1847	40,900 00	7,445 02	48,345 02
17.....	1848	5,600 00	1,020 14	6,620 14
18.....	1847	23,400 00	4,274 91	27,674 91
20.....	1847	1,900 00	347 03	2,247 03
21.....	1846	20,000 00	1,353 54	21,353 54
21.....	1848	8,000 00	1,462 02	9,462 02
23.....	1843	20,000 00	.....	20,000 00
23.....	1846	10,000 00	675 12	10,675 12
23.....	1847	700 00	127 55	827 55
24.....	1846	21,600 00	1,454 66	23,054 66
25.....	1842	3,000 00	407 90	3,407 90
25.....	1843	56,500 00	.....	56,500 00
25.....	1848	1,500 00	278 95	1,778 95
26.....	1846	2,000 00	48 40	2,048 40
25.....	1847	31,600 00	5,876 55	37,476 55
28.....	1843	13,000 00	.....	13,000 00
30.....	1846	3,000 00	194 11	3,194 11

## C—Continued.

Date of payment.		Descript'n of stock.	Amount of princi- pal.	Premium, accruing interest, and such commissions as were paid prior to July 1, 1853.	Aggregate.
1853, May	30.....	1847	\$8,000 00	\$1,493 59	\$9,493 59
	30.....	1848	2,000 00	374 65	2,374 65
	31.....	1847	35,000 00	6,654 84	41,654 84
	31.....	1848	6,000 00	1,140 83	7,140 83
June	2.....	1843	50,000 00	.....	50,000 00
	2.....	1847	5,150 00	1,004 11	6,154 11
	7.....	1847	25,200 00	5,127 86	30,327 86
	7.....	1848	18,300 00	3,725 13	22,025 13
	9.....	1847	20,000 00	4,161 88	24,161 88
	9.....	1848	8,000 00	1,664 76	9,664 76
	11.....	1847	19,800 00	4,118 78	23,918 78
	13.....	1843	37,000 00	.....	37,000 00
	14.....	1847	37,500 00	7,812 37	45,312 37
	15.....	1847	19,000 00	4,001 31	23,001 31
	16.....	1846	1,600 00	116 56	1,716 56
	17.....	1847	11,500 00	2,415 82	13,915 82
	18.....	1847	50,300 00	10,591 96	60,891 96
	18.....	1848	5,550 00	1,175 73	6,725 73
	20.....	1843	17,000 00	.....	17,000 00
	21.....	1846	3,000 00	234 62	3,234 62
	21.....	1847	35,000 00	7,414 61	42,414 61
	21.....	1848	10,000 00	2,118 46	12,118 46
	22.....	1847	2,000 00	423 69	2,423 69
	25.....	1843	2,000 00	.....	2,000 00
	25.....	1847	21,500 00	4,581 58	26,081 58
	25.....	1848	10,000 00	2,130 97	12,130 97
	27.....	1843	1,200 00	.....	1,200 00
	28.....	1847	8,000 00	1,703 19	9,703 19
	29.....	1843	13,000 00	.....	13,000 00
	29.....	1846	6,000 00	652 11	6,652 11
	30.....	1843	36,400 00	.....	36,400 00
July	1.....	1843	104,600 00	.....	104,600 00
	1.....	1847	600 00	126 24	726 24
	1.....	1846	6,500 00	420 26	6,920 26
	1.....	1848	1,500 00	315 60	1,815 60
	2.....	1843	133,800 00	.....	133,800 00
	2.....	1847	41,700 00	8,997 39	50,697 39
	2.....	1848	6,900 00	1,483 75	8,383 75
	5.....	1843	122,100 00	.....	122,100 00
	6.....	1843	31,700 00	.....	31,700 00
	7.....	1843	25,231 35	.....	25,231 35
	8.....	1843	53,700 00	.....	53,700 00
	9.....	1843	77,600 00	.....	77,600 00
	11.....	1843	66,100 00	.....	66,100 00
	12.....	1843	4,000 00	.....	4,000 00
	13.....	1843	38,500 00	.....	38,500 00
	14.....	1843	115,500 00	.....	115,500 00
	15.....	1843	56,500 00	.....	56,500 00
	16.....	1843	25,000 00	.....	25,000 00
	18.....	1843	19,200 00	.....	19,200 00
	18.....	1846	2,000 00	180 00	2,180 00
	19.....	1843	21,000 00	.....	21,000 00
	20.....	1843	34,000 00	.....	34,000 00
	21.....	1843	37,000 00	.....	37,000 00
	22.....	1843	30,000 00	.....	30,000 00
	23.....	1843	43,300 00	.....	43,300 00
	25.....	1843	33,000 00	.....	33,000 00

## C—Continued.

Date of payment.	Descript'n of stock.	Amount of principal.	Premium, accruing interest, and such commissions as were paid prior to July 1, 1853.	Aggregate.
1853, July 26.....	1843	\$3,000 00	.....	\$3,000 00
27.....	1843	10,000 00	.....	10,000 00
28.....	1843	844,800 00	.....	844,800 00
29.....	1847	300 00	\$60 13	360 13
29.....	1843	56,800 00	.....	56,800 00
30.....	1843	73,100 00	.....	73,100 00
Aug. 1.....	1843	21,000 00	.....	21,000 00
2.....	1847	750 00	157 50	907 50
3.....	1843	24,000 00	.....	24,000 00
3.....	1847	1,650 00	220 50	1,270 50
4.....	1843	10,000 00	.....	10,000 00
4.....	1847	59,300 00	12,453 00	71,753 00
4.....	1848	35,000 00	7,350 00	42,350 00
5.....	1843	6,000 00	.....	6,000 00
5.....	1847	18,000 00	3,720 00	21,720 00
5.....	1848	34,000 00	7,140 00	41,140 00
6.....	1842	72,000 00	11,445 65	83,445 65
6.....	1847	12,500 00	2,625 00	15,125 00
8.....	1843	40,000 00	.....	40,000 00
8.....	1847	10,400 00	2,184 00	12,584 00
8.....	1848	26,000 00	5,460 00	31,460 00
9.....	1843	10,000 00	.....	10,000 00
9.....	1847	20,550 00	4,315 50	24,865 50
10.....	1843	11,000 00	.....	11,000 00
10.....	1847	43,350 00	9,103 50	52,453 50
11.....	1843	5,000 00	.....	5,000 00
11.....	1847	8,300 00	1,743 00	10,043 00
11.....	1848	14,900 00	3,129 00	18,029 00
12.....	1843	14,000 00	.....	14,000 00
12.....	1847	33,850 00	7,108 50	40,958 50
13.....	1843	10,500 00	.....	10,500 00
13.....	1847	22,800 00	4,788 00	27,588 00
15.....	1843	10,000 00	.....	10,000 00
15.....	1847	32,450 00	6,814 50	39,264 50
16.....	1847	25,000 00	5,250 00	30,250 00
16.....	1848	9,500 00	1,995 00	11,495 00
17.....	1843	20,000 00	.....	20,000 00
17.....	1847	55,500 00	11,655 00	67,155 00
18.....	1843	66,500 00	.....	66,500 00
18.....	1847	53,250 00	11,182 50	64,432 50
19.....	1843	42,000 00	.....	42,000 00
19.....	1847	47,000 00	9,870 00	56,870 00
19.....	1848	43,000 00	9,030 00	52,030 00
20.....	1843	20,800 00	.....	20,800 00
20.....	1847	20,200 00	4,242 00	24,442 00
24.....	1842	4,000 00	640 00	4,640 00
24.....	1843	9,000 00	.....	9,000 00
24.....	1846	3,500 00	297 50	3,797 50
24.....	1847	44,200 00	9,282 00	53,482 00
24.....	1848	5,000 00	1,050 00	6,050 00
22.....	1847	35,700 00	7,497 00	43,197 00
23.....	1847	3,300 00	693 00	3,993 00
25.....	1842	15,000 00	2,490 00	17,490 00
25.....	1846	5,700 00	484 50	6,184 50
25.....	1847	8,000 00	1,680 00	9,680 00
26.....	1842	3,000 00	480 00	3,480 00
26.....	1846	20,000 00	1,700 00	21,700 00

## C—Continued.

Date of payment.	Descript'n of stock.	Amount of principal.	Premium, accruing interest, and such commissions as were paid prior to July 1, 1853.	Aggregate.
1853, Aug. 26.....	1847	\$15,000 00	\$3,150 00	\$18,150 00
27.....	1843	6,500 00	-----	6,500 00
27.....	1847	6,200 00	1,302 00	7,502 00
27.....	1848	15,450 00	3,244 50	18,694 50
29.....	1842	36,400 00	5,824 00	42,224 00
29.....	1846	26,500 00	2,252 50	28,752 50
29.....	1847	50,000 00	10,500 00	60,500 00
30.....	1846	15,400 00	1,309 00	16,709 00
31.....	1842	8,000 00	1,280 00	9,280 00
31.....	1843	2,500 00	-----	2,500 00
31.....	1846	3,000 00	255 00	3,255 00
31.....	1847	5,500 00	1,155 00	6,655 00
31.....	1848	2,000 00	420 00	2,420 00
30.....	1847	22,100 00	4,641 00	26,741 00
Sept. 1.....	1847	15,000 00	3,150 00	18,150 00
1.....	1848	3,500 00	735 00	4,235 00
2.....	1842	1,300 00	203 00	1,503 00
2.....	1847	11,000 00	2,310 00	13,310 00
2.....	1848	11,500 00	2,415 00	13,915 00
3.....	1843	41,000 00	-----	41,000 00
3.....	1846	1,000 00	85 00	1,085 00
3.....	1847	6,500 00	1,365 00	7,865 00
5.....	1842	8,000 00	1,280 00	9,280 00
5.....	1846	17,000 00	1,445 00	18,445 00
5.....	1847	14,000 00	2,940 00	16,940 00
6.....	1843	2,000 00	-----	2,000 00
6.....	1846	43,800 00	3,723 00	47,523 00
6.....	1847	20,000 00	4,200 00	24,200 00
7.....	1846	6,000 00	510 00	6,510 00
7.....	1847	25,500 00	5,355 00	30,855 00
8.....	1842	4,500 00	720 00	5,220 00
8.....	1846	3,100 00	263 50	3,363 50
8.....	1847	850 00	178 50	1,028 50
9.....	1843	4,000 00	-----	4,000 00
9.....	1846	50,000 00	4,250 00	54,250 00
9.....	1847	9,400 00	1,974 00	11,374 00
10.....	1847	2,500 00	525 00	3,025 00
12.....	1842	11,000 00	1,760 00	12,760 00
12.....	1843	30,900 00	-----	30,900 00
12.....	1846	104,100 00	8,848 50	112,948 50
12.....	1847	850 00	178 50	1,028 50
12.....	1848	8,600 00	1,806 00	10,406 00
13.....	1842	9,000 00	1,440 00	10,440 00
13.....	1843	14,000 00	-----	14,000 00
13.....	1846	5,000 00	425 00	5,425 00
13.....	1847	19,000 00	3,990 00	22,990 00
13.....	1848	2,000 00	420 00	2,420 00
14.....	1843	1,000 00	-----	1,000 00
14.....	1846	1,000 00	85 00	1,085 00
15.....	1842	2,000 00	320 00	2,320 00
15.....	1846	8,000 00	680 00	8,680 00
15.....	1847	2,500 00	525 00	3,025 00
16.....	1842	12,300 00	1,968 00	14,268 00
16.....	1847	4,000 00	840 00	4,840 00
17.....	1846	1,400 00	219 00	1,519 00
17.....	1847	200 00	42 00	242 00
19.....	1843	10,000 00	-----	10,000 00

## C—Continued.

Date of payment.	Description of stock.	Amount of principal.	Premium, accruing interest, and such commissions as were paid prior to July 1, 1853.	Aggregate.
1853, Sept. 19.....	1848	\$14,008 20	\$2,911 72	\$16,919 92
20.....	1842	4,000 00	640 00	4,640 00
20.....	1843	1,000 00	-----	1,000 00
20.....	1846	3,000 00	255 00	3,255 00
20.....	1847	11,300 00	2,373 00	13,673 00
20.....	1848	1,700 00	357 00	2,057 00
21.....	1847	55,000 00	11,550 00	66,550 00
22.....	1842	3,000 00	480 00	3,480 00
22.....	1843	10,000 00	-----	10,000 00
22.....	1846	15,000 00	1,275 00	16,275 00
22.....	1847	28,500 00	5,985 00	34,485 00
23.....	1847	200 00	42 00	242 00
24.....	1843	28,000 00	-----	28,000 00
24.....	1847	7,050 00	1,480 50	8,530 50
24.....	1848	26,000 00	5,460 00	31,460 00
26.....	1843	200 00	-----	200 00
26.....	1847	74,400 00	15,624 00	90,024 00
26.....	1848	53,000 00	11,130 00	64,130 00
27.....	1843	60,400 00	-----	60,400 00
27.....	1847	38,000 00	7,980 00	45,980 00
27.....	1848	18,000 00	3,780 00	21,780 00
28.....	1842	21,000 00	3,360 00	24,360 00
28.....	1843	7,000 00	-----	7,000 00
28.....	1846	2,000 00	170 00	2,170 00
28.....	1847	2,100 00	441 00	2,541 00
28.....	1848	3,700 00	777 00	4,477 00
29.....	1843	19,000 00	-----	19,000 00
29.....	1846	1,500 00	127 50	1,627 50
29.....	1847	16,400 00	3,444 00	19,844 00
30.....	1842	5,000 00	800 00	5,800 00
Oct. 30.....	1847	45,500 00	9,555 00	55,055 00
1.....	1842	1,000 00	160 00	1,160 00
1.....	1843	2,000 00	-----	2,000 00
1.....	1847	15,000 00	3,150 00	18,150 00
3.....	1842	2,000 00	320 00	2,320 00
3.....	1847	57,100 00	11,991 00	69,091 00
3.....	1848	2,000 00	420 00	2,420 00
4.....	1843	12,700 00	-----	12,700 00
4.....	1847	44,500 00	9,345 00	53,845 00
4.....	1848	23,000 00	4,830 00	27,830 00
5.....	1842	25,000 00	4,000 00	29,000 00
5.....	1846	5,000 00	425 00	5,425 00
5.....	1847	131,550 00	27,625 50	159,175 50
5.....	1848	42,000 00	8,820 00	50,820 00
6.....	1842	6,000 00	960 00	6,960 00
6.....	1847	4,500 00	945 00	5,445 00
6.....	1848	40,000 00	8,400 00	48,400 00
7.....	1843	10,800 00	-----	10,800 00
7.....	1846	8,700 00	739 50	9,439 50
7.....	1847	52,800 00	11,088 00	63,888 00
7.....	1848	11,000 00	2,310 00	13,310 00
8.....	1842	9,000 00	1,440 00	10,440 00
8.....	1846	10,000 00	850 00	10,850 00
8.....	1847	18,400 00	3,864 00	22,264 00
10.....	1843	4,000 00	-----	4,000 00
10.....	1847	4,650 00	976 50	5,626 50
11.....	1842	4,000 00	640 00	4,640 00



## C—Continued.

Date of payment.	Descript'n of stock.	Amount of principal.	Premium, accruing interest, and such commissions as were paid prior to July 1, 1853.	Aggregate.
1853, Oct. 11.....	1846	\$6,000 00	\$510 00	\$6,510 00
11.....	1847	364,000 00	76,440 00	440,440 00
11.....	1848	2,000 00	420 00	2,420 00
12.....	1842	5,000 00	800 00	5,800 00
12.....	1847	27,000 00	5,670 00	32,670 00
12.....	1848	5,000 00	1,050 00	6,050 00
13.....	1842	32,000 00	5,120 00	37,120 00
13.....	1846	27,500 00	2,337 50	29,837 50
13.....	1847	10,550 00	2,215 50	12,765 50
13.....	1848	10,000 00	2,100 00	12,100 00
14.....	1847	6,000 00	1,260 00	7,260 00
14.....	1848	4,000 00	840 00	4,840 00
15.....	1842	3,500 00	560 00	4,060 00
15.....	1847	30,500 00	6,405 00	36,905 00
15.....	1848	4,000 00	840 00	4,840 00
17.....	1842	9,000 00	1,440 00	10,440 00
17.....	1846	51,000 00	4,335 00	55,335 00
17.....	1847	14,900 00	3,129 00	18,029 00
17.....	1848	1,000 00	210 00	1,210 00
18.....	1842	27,000 00	4,320 00	31,320 00
18.....	1843	2,200 00	-----	2,200 00
18.....	1846	16,700 00	1,419 50	18,119 50
18.....	1847	15,000 00	3,150 00	18,150 00
18.....	1848	4,000 00	840 00	4,840 00
19.....	1846	41,000 00	3,485 00	44,485 00
19.....	1847	36,950 00	7,759 50	44,709 50
19.....	1848	7,200 00	1,512 00	8,712 00
20.....	1842	10,142 00	1,622 72	11,764 72
20.....	1843	75,000 00	-----	75,000 00
20.....	1846	11,700 00	994 50	12,694 50
20.....	1847	25,950 00	5,250 00	31,200 00
21.....	1842	17,000 00	2,720 00	19,720 00
21.....	1843	5,000 00	-----	5,000 00
21.....	1847	92,000 00	19,519 50	111,519 50
21.....	1848	30,500 00	6,405 00	36,905 00
22.....	1842	3,250 00	520 00	3,770 00
22.....	1846	5,000 00	425 00	5,425 00
22.....	1847	25,200 00	5,292 00	30,492 00
22.....	1848	43,000 00	9,030 00	52,030 00
24.....	1842	15,000 00	2,400 00	17,400 00
24.....	1847	57,300 00	12,033 00	69,333 00
24.....	1848	10,000 00	2,100 00	12,100 00
25.....	1842	3,000 00	480 00	3,480 00
25.....	1846	10,000 00	850 00	10,850 00
25.....	1847	62,500 00	13,125 00	75,625 00
25.....	1848	1,000 00	210 00	1,210 00
26.....	1842	16,000 00	2,560 00	18,560 00
26.....	1843	20,000 00	-----	20,000 00
26.....	1846	6,000 00	85 00	6,085 00
26.....	1847	24,500 00	5,145 00	29,645 00
26.....	Texas.	75,000 00	9,000 00	84,000 00
27.....	1842	60,500 00	9,680 00	70,180 00
27.....	1846	20,000 00	2,465 00	31,465 00
27.....	1847	44,600 00	9,366 00	53,966 00
27.....	1848	4,000 00	840 00	4,840 00
28.....	1842	2,000 00	320 00	2,320 00
28.....	1843	1,000 00	-----	1,000 00

C—Continued.

Date of payment.		Descrip'n of stock.	Amount of prin- cipal.	Premium, accruing interest, and such commissions as were paid prior to July 1, 1854.	Aggregate.
1853, Oct.	28.....	1846	\$20,900 00	\$1,776 50	\$22,676 50
	28.....	1847	21,550 00	5,155 50	29,705 50
	28.....	1848	2,500 00	525 00	3,025 00
	29.....	1842	50,000 00	8,000 00	58,000 00
	29.....	1846	4,200 00	357 00	4,557 00
	29.....	1817	29,300 00	6,153 00	35,453 00
	31.....	1842	5,300 00	818 00	6,118 00
	31.....	1843	3,000 00	-----	3,000 00
	31.....	1846	4,000 00	340 00	4,340 00
	31.....	1817	82,700 00	17,367 00	100,067 00
	31.....	1848	41,300 00	8,673 00	49,973 00
Nov.	1.....	1842	77,000 00	12,320 00	89,320 00
	1.....	1843	37,000 00	-----	37,000 00
	1.....	1846	1,000 00	85 00	1,085 00
	1.....	1847	36,200 00	7,608 00	43,808 00
	1.....	1848	39,000 00	9,450 00	48,450 00
	2.....	1843	300 00	-----	300 00
	2.....	1846	2,000 00	170 00	2,170 00
	2.....	1847	15,300 00	3,213 00	18,513 00
	2.....	1848	7,000 00	1,470 00	8,470 00
	3.....	1842	61,000 00	9,760 00	70,760 00
	3.....	1847	55,100 00	11,571 00	66,671 00
	4.....	1842	10,000 00	1,600 00	11,600 00
	4.....	1843	3,000 00	-----	3,000 00
	4.....	1846	44,000 00	3,740 00	47,740 00
	4.....	1847	3,900 00	819 00	4,719 00
	5.....	1842	3,000 00	480 00	3,480 00
	5.....	1843	11,600 00	-----	11,600 00
	5.....	1846	15,000 00	1,275 00	16,275 00
	5.....	1847	78,200 00	16,422 00	94,622 00
	5.....	1848	10,000 00	2,100 00	12,100 00
	7.....	1842	7,000 00	1,120 00	8,120 00
	7.....	1846	9,000 00	765 00	9,765 00
	7.....	1847	16,750 00	3,507 50	20,257 50
	8.....	1842	10,050 00	1,608 00	11,658 00
	8.....	1846	17,300 00	1,470 50	18,770 50
	8.....	1847	50,700 00	10,111 00	60,811 00
	8.....	1848	100 00	21 00	121 00
	9.....	1842	22,700 00	3,592 00	26,292 00
	9.....	1846	8,000 00	680 00	8,680 00
	9.....	1847	20,100 00	4,221 00	24,321 00
	9.....	1848	17,800 00	3,733 00	21,533 00
	10.....	1842	2,000 00	320 00	2,320 00
	10.....	1847	1,800 00	378 00	2,178 00
	10.....	1848	300 00	63 00	363 00
	11.....	1842	13,200 00	2,112 00	15,312 00
	11.....	1846	4,300 00	365 50	4,665 50
	11.....	1847	48,500 00	10,185 00	58,685 00
	11.....	1848	19,000 00	3,990 00	22,990 00
	12.....	1842	12,500 00	2,000 00	14,500 00
	12.....	1846	1,000 00	85 00	1,085 00
	12.....	1847	154,400 00	32,424 00	186,824 00
	12.....	1848	5,000 00	1,050 00	6,050 00
	14.....	1842	56,900 00	9,104 00	66,004 00
	14.....	1846	63,339 71	5,383 87	68,723 58
	14.....	1847	20,500 00	4,305 00	24,805 00
	15.....	1842	6,000 00	960 00	6,960 00

## C—Continued.

Date of payment.		Descrip'n of stock.	Amount of prin- cipal.	Premium, accruing interest, and such commissions as were paid prior to July 1, 1853.	Aggregate.
1853, Nov.	15.....	1847	\$77,200 00	\$16,212 00	\$93,412 00
	15.....	1848	2,850 00	593 50	3,448 50
	15.....	Texan	1,000 00	120 00	1,120 00
	16.....	1842	14,000 00	2,240 00	16,240 00
	16.....	1846	1,000 00	85 00	1,085 00
	16.....	1847	59,000 00	12,390 00	71,390 00
	16.....	1848	32,000 00	6,720 00	38,720 00
	17.....	1842	34,500 00	5,520 00	40,020 00
	17.....	1846	6,700 00	569 50	7,269 50
	17.....	1847	32,800 00	6,888 00	39,688 00
	18.....	1842	30,000 00	4,800 00	34,800 00
	18.....	1846	10,000 00	850 00	10,850 00
	18.....	1847	25,700 00	5,397 00	31,097 00
	18.....	1848	19,400 00	4,074 00	23,474 00
	19.....	1842	5,000 00	800 00	5,800 00
	19.....	1846	6,000 00	510 00	6,510 00
	19.....	1847	5,100 00	1,071 00	6,171 00
	19.....	1848	2,500 00	525 00	3,025 00
	19.....	Texan	32,000 00	3,840 00	35,840 00
	21.....	1842	41,500 00	6,640 00	48,140 00
	21.....	1846	700 00	59 50	759 50
	21.....	1847	68,450 00	14,374 50	82,824 50
	22.....	1842	40,700 00	6,462 00	47,162 00
	22.....	1846	12,100 00	1,028 50	13,128 50
	22.....	1847	73,600 00	15,498 00	89,098 00
	22.....	1848	9,000 00	1,890 00	10,890 00
	23.....	1842	44,400 00	7,104 00	51,504 00
	23.....	1843	2,000 00	-----	2,000 00
	23.....	1846	11,200 00	952 00	12,152 00
	23.....	1847	45,400 00	9,534 00	54,934 00
	23.....	1848	4,000 00	840 00	4,840 00
	24.....	1848	3,500 00	735 00	4,235 00
	25.....	1842	39,000 00	6,240 00	45,240 00
	25.....	1843	20,000 00	-----	20,000 00
	25.....	1846	12,100 00	1,028 50	13,128 50
	25.....	1847	14,200 00	2,932 00	17,132 00
	26.....	1842	6,000 00	960 00	6,960 00
	26.....	1846	1,000 00	85 00	1,085 00
	26.....	1847	10,000 00	2,100 00	12,100 00
	26.....	1848	2,000 00	420 00	2,420 00
	28.....	1842	59,200 00	9,522 00	68,722 00
	28.....	1846	3,600 00	306 00	3,906 00
	28.....	1847	70,300 00	14,763 00	85,063 00
	29.....	1842	8,000 00	1,280 00	9,280 00
	29.....	1846	36,000 00	3,060 00	39,060 00
	29.....	1847	83,300 00	17,493 00	100,793 00
	29.....	1848	86,500 00	18,165 00	104,665 00
	30.....	1846	5,000 00	425 00	5,425 00
	30.....	1847	189,500 00	39,795 00	229,295 00
	30.....	1848	161,000 00	33,810 00	194,810 00
Dec.	1.....	1842	19,300 00	3,088 00	22,388 00
	1.....	1846	3,000 00	255 00	3,255 00
	1.....	1847	28,700 00	6,027 00	34,727 00
	2.....	1846	6,000 00	482 61	6,482 61
	2.....	1847	1,000 00	205 43	1,205 43
	3.....	1842	2,000 00	320 00	2,320 00
	3.....	1847	22,100 00	4,636 60	26,736 60

## C—Continued.

Date of payment.	Descrip'n of stock.	Amount of principal.	Premium, accruing interest, and such commissions as were paid prior to July 1, 1853.	Aggregate.
1853, December 3.....	Tex. ind.	\$5,000 00	\$600 00	\$5,600 00
1853, February 9. Debt of corporate cities of the District of Columbia .....		60,000 00	.....	60,000 00
1853, November 1. Debt of corporate cities of the District of Columbia ..		606,000 00	110,490 00	806,490 00
Treasury notes paid for in specie and received for customs .....		450 00	.....	450 00
		16,146,529 75	1,849,557 32	17,996,087 07
From which deduct the sum of ... being for stock surrendered before 1st July, 1852, and should not be included in this statement.		81,600 00	.....	81,600 00
		16,064,929 75	.....	17,914,487 07

## D.

TREASURY DEPARTMENT,  
March 10, 1853.

Notice is hereby given that the five per cent. stock created under the provisions of the act of 3d March, 1843, will, in pursuance of the terms of its issue, be redeemed at the treasury of the United States on the first day of July next, at which date interest thereon will cease.

Holders of that stock desiring to receive the principal, and interest accrued thereon, previous to the 1st July next, may transmit their certificates, duly assigned to the United States, by mail or otherwise, to this department, and drafts in their favor for the amount of the principal and interest up to the date of receipt here will be remitted, payable by the Assistant Treasurer most convenient to them.

JAMES GUTHRIE,  
*Secretary of the Treasury.*

## E.

TREASURY DEPARTMENT,  
July 30, 1853.

Notice is hereby given to the holders of the six per cent. stocks of the United States of the loan authorized by the act of 28th January, 1847, and redeemable the 31st of December, 1867, and of the loan authorized by the act of 31st March, 1848, and redeemable 30th June, 1868, that this department is prepared to purchase, at any time between the date hereof and the 1st day of December next, to the extent of the sum of five millions of dollars of the said stocks, in the manner and on the terms hereinafter mentioned, to wit :

In case of any contingent competition within the amount stated, preference will be given in the order of time in which the said stocks may be offered. The certificates, duly assigned to the United States, must be transmitted to this department; upon the receipt whereof, a price will be paid compounded of the following particulars:

1. The par value or amount specified in each certificate.
2. A premium on said amount of twenty-one per cent.
3. Interest on the par of the certificate from the 1st of July, 1853, to the date of receipt and settlement at the treasury, with the allowance (for the money to reach the owner) of one day's interest in addition.

Payment for said stocks will be made in drafts of the Treasurer of the United States on the Assistant Treasurer at Boston, New York, or Philadelphia, as the parties may indicate.

JAMES GUTHRIE,  
*Secretary of the Treasury.*

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F.

TREASURY DEPARTMENT,  
*August 22, 1853.*

Notice is hereby given to the holders of the six per cent. stocks of the loan authorized by the act of April 15, 1812, and redeemable 31st December, 1862, and also to the holders of the six per cent. stocks of the loan authorized by the act of July, 1816, redeemable 12th November, 1856, that this department is prepared to purchase, at any time between the date hereof and the 1st day of December next, to the extent of two millions of said stock, in the manner and on the terms hereinafter mentioned, to wit:

In case of any contingent competition within the amount stated, preference will be given in order of time in which the said stocks of either kind may be offered. The certificates, duly assigned to the United States, must be transmitted to this department; upon the receipt whereof, a price will be paid compounded of the following particulars:

1. The par value or amount specified in each certificate.
2. A premium of sixteen per cent. on the stocks of 1812, redeemable in 1862, or a premium (as the case may be) of eight and a half per cent. on the stocks of 1816, redeemable in 1856.
3. Interest on the par of the certificate from the 1st of July, 1853, to the date of receipt and settlement at the treasury, with the allowance (for the money to reach the owner) of one day's interest in addition.

Payment for said stocks will be made in drafts of the Treasurer of the United States on the Assistant Treasurer at Boston, New York, or Philadelphia, as the parties may direct.

JAMES GUTHRIE,  
*Secretary of the Treasury.*

Statement exhibiting the value of foreign merchandise and domestic produce, &c., exported, annually, from 1821 to 1853.

Years ending	Value of exports, exclusive of specie, &c.				Specie and bul- lion.	
	Foreign merchandise.			Domestic pro- duce, &c.		Aggregate value of exports.
	Free of duty.	Paying duty.	Total.			
September 30.....1821.....	\$286,698	\$10,537,731	\$10,824,429	\$43,671,894	\$54,496,323	\$10,478,059
1822.....	374,716	11,101,306	11,476,022	49,874,079	61,350,101	10,810,180
1823.....	1,323,762	19,846,873	21,170,635	47,155,408	63,326,043	6,372,987
1824.....	1,100,530	17,222,075	18,322,605	50,619,500	68,972,105	7,014,552
1825.....	1,088,785	22,704,803	23,793,588	66,809,766	90,603,354	8,932,034
1826.....	1,036,430	19,404,504	20,440,934	52,449,855	72,890,789	4,704,533
1827.....	813,844	15,417,986	16,231,830	57,878,117	74,109,947	8,014,880
1828.....	877,239	13,167,339	14,044,578	49,976,632	64,021,210	8,243,476
1829.....	919,943	11,427,401	12,347,344	55,087,397	67,434,651	4,924,020
1830.....	1,078,695	12,067,162	13,145,857	58,521,878	71,670,735	2,178,773
1831.....	612,586	12,434,483	13,077,069	59,218,583	72,295,652	9,014,931
1832.....	1,345,217	18,448,857	19,794,074	61,726,529	81,520,603	5,656,340
1833.....	5,165,907	12,411,969	17,577,876	69,950,856	87,528,732	2,611,701
1834.....	10,757,033	10,879,520	21,636,553	80,623,662	102,260,215	2,076,758
1835.....	7,012,666	7,743,655	14,756,321	100,439,481	115,215,802	6,477,775
1836.....	8,534,895	9,232,867	17,767,762	106,570,942	124,338,704	4,324,336
1837.....	7,756,189	9,406,043	17,162,232	94,280,895	111,443,127	5,976,249
1838.....	4,951,306	4,466,384	9,417,690	95,560,880	104,978,570	3,508,046
1839.....	5,618,442	5,007,698	10,626,140	101,625,533	112,251,673	8,776,743
1840.....	6,202,562	5,805,809	12,008,371	111,660,561	123,668,932	8,417,014
1841.....	3,953,054	4,228,181	8,181,235	103,636,236	111,817,471	10,034,332
1842.....	3,194,299	4,884,454	8,078,753	91,799,242	99,877,995	4,813,539

9 months, to June 30, 1843.....	1,682,763	3,456,572	5,139,335	77,680,354	82,825,639	1,520,791
Year, to June 30.....1844.....	2,251,550	3,962,503	6,214,058	99,531,774	105,745,832	5,454,214
1845.....	2,413,050	5,171,731	7,584,781	98,455,330	106,040,141	8,606,495
1846.....	2,342,629	5,522,577	7,865,206	101,718,042	109,583,218	3,905,268
1847.....	1,812,847	4,353,907	6,166,751	150,574,844	156,741,598	1,907,024
1848.....	1,410,307	6,576,499	7,986,866	139,203,709	138,190,515	15,841,616
1849.....	2,015,815	6,625,276	8,641,091	131,710,081	140,351,172	5,404,648
1850.....	2,099,132	7,376,361	9,475,493	134,990,233	144,375,726	7,522,994
1851.....	1,742,154	8,552,967	10,295,121	178,620,138	188,915,259	29,472,752
1852.....	2,538,159	9,498,824	12,037,013	154,931,147	166,968,190	42,674,125
1853.....	1,891,016	11,292,167	13,090,213	189,869,162	202,965,375	27,486,875
Total.....	96,237,250	330,146,549	426,383,799	3,057,391,659	3,429,775,449	293,153,070

TREASURY DEPARTMENT, *Register's Office*, December 6, 1853.

F. BIGGER, *Register*.

G—Continued.

Statement exhibiting the value of imports annually from 1821 to 1853.

Years ending—	Value of merchandise imported.			
	Specie and bullion.	Free of duty.	Paying duty.	Total.
September 30.....1821	\$8,064,890	\$2,017,423	\$52,503,411	\$62,585,724
1822	3,369,846	3,928,802	75,942,833	83,241,511
1823	5,097,896	3,950,392	65,530,979	77,579,267
1824	8,379,835	4,183,938	67,985,235	80,549,008
1825	6,150,765	4,796,745	85,322,565	96,340,075
1826	6,880,966	5,686,803	72,406,798	84,974,477
1827	8,151,130	3,703,974	67,628,961	79,484,068
1828	7,489,741	4,829,435	76,120,618	88,509,824
1829	7,403,612	4,401,829	62,687,026	74,492,467
1830	8,155,964	4,590,281	58,129,675	70,876,120
1831	7,305,945	6,150,689	89,731,499	103,181,124
1832	5,907,504	8,341,949	86,779,813	101,029,266
1833	7,070,368	25,377,582	75,670,361	108,118,311
1834	17,911,632	50,481,548	58,128,152	126,521,332
1835	13,131,447	64,809,046	71,955,249	149,895,742
1836	13,400,881	78,655,600	97,923,551	189,980,032
1837	10,516,414	58,733,617	71,739,186	140,989,217
1838	17,747,116	43,112,889	52,857,399	113,717,404
1839	5,595,176	70,806,616	85,699,319	162,002,132
1840	8,882,813	48,313,391	49,945,315	107,141,519
1841	4,988,633	61,031,698	61,926,446	127,946,177
1842	4,087,016	26,510,470	69,531,601	100,102,087
9 months, to June 30, 1843	22,399,559	13,181,625	29,179,215	64,760,400
Year, to June 30 .... 1844	5,830,429	18,926,452	83,608,151	108,425,032
1845	4,070,242	18,077,598	95,106,724	117,254,564
1846	3,777,732	20,999,097	96,924,058	121,691,797
1847	24,121,289	17,651,347	104,773,002	146,545,638
1848	6,360,221	16,356,379	132,282,325	154,998,925
1849	6,651,240	15,726,425	125,479,774	147,857,439
1850	4,628,792	18,081,590	155,427,936	178,138,318
1851	5,453,592	19,652,935	191,118,315	216,224,842
1852	5,503,544	24,187,890	182,921,818	212,613,252
1853	4,201,382	27,182,152	226,595,113	267,978,647
Total.....	278,678,615	794,531,088	2,992,700,453	4,065,910,156



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II.

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STATEMENT

EXHIBITING

THE VALUE OF MERCHANDISE

IMPORTED ANNUALLY

DURING THE YEARS ENDING JUNE 30, 1848, 1849, 1850, 1851, 1852, AND 1853;

AND ALSO

THE DUTIES WHICH ACCRUED ON THE SAME DURING

THE SAME YEARS, RESPECTIVELY.

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H.—Statement exhibiting the value of merchandise imported annually during the  
which accrued on the same during

## IMPORTS FREE

ARTICLES IMPORTED.	1842.		1843.	
	Quantity.	Value.	Quantity.	Value.
Animals, for breed.....		\$33,422		\$72,545
Bullion, gold.....		56,882		267,570
silver.....		392,629		154,688
Specie, gold.....		2,351,873		3,771,077
silver.....		2,538,620		2,437,905
copper.....				
Models of inventions and improvements in the art- Teas.....pounds..	23,597,702	6,217,111	16,319,779	4,071,799
Coffee.....do.....	150,539,138	8,199,139	165,334,700	9,058,352
Copper, in plates, suited to the sheathing of vessels for the use of the mint.....		801,848		1,044,755
ore.....		158,392		177,536
Cotton, unmanufactured.....pounds..	317,742	6,814	157,276	8,255
Adhesive patent felt, for sheathing vessels.....		7,328		11,215
Paintings and statuary of American artists.....		67,822		147,946
Specimens of natural history.....		9,143		5,098
Sheathing metal.....		226,014		223,306
Platina, unmanufactured.....		12,778		10,285
Gypsum, or plaster, unground.....		61,124		71,527
Wearing apparel and other effects of immigrants. Personal and household effects of citizens dying abroad.....		65,111		129,679
Old junk.....		26,819		8,154
Oakum.....		16,605		45,897
Garden seeds, trees, shrubs, plants, &c.....		5,237		5,672
Articles, the produce of the U. States, brought back Guano.....tons..	1,013	187,117		269,163
Articles specially imported for philosophical soci- eties, colleges, schools, &c.....		20,829	21,243	102,274
Philosophical apparatus, instruments, &c.....				15,732
Books, maps, and charts.....				14,161
Statues, statuary, busts, casts of marble, &c.....				
Paintings, drawings, etchings, and engravings.....				621
Cabinets of coins, medals, &c.....		92		331
Other articles.....		63,660		37,632
Total.....		22,716,603		22,377,663

years ending June 30, 1848, 1849, 1850, 1851, 1852, and 1853; and also the duties the same years, respectively.

## OF DUTY.

1850.		1851.		1852.		1853.	
Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
.....	658,947	.....	848,965	.....	\$75,727	.....	\$56,559
.....	175,984	.....	196,446	.....	608,257	.....	465,044
.....	95,316	.....	48,471	.....	8,944	.....	31,636
.....	1,600,722	.....	3,372,644	.....	3,619,802	.....	1,952,312
.....	2,725,770	.....	1,835,942	.....	1,838,071	.....	1,742,560
.....	5,658	.....	7,726	.....	14,449	.....	2,350
.....	28,731,877	.....	4,684,637	.....	7,161,058	.....	8,183,217
.....	141,946,835	.....	12,845,949	.....	14,458,925	.....	15,525,954
.....	715,614	.....	734,610	.....	610,755	.....	1,155,414
.....	195,332	.....	65,256	.....	257,257	.....	443,796
.....	969,114	.....	157,757	.....	12,521	.....	40,447
.....	11,432	.....	6,645	.....	37,730	.....	14,293
.....	27,123	.....	23,953	.....	31,924	.....	36,712
.....	6,546	.....	1,373	.....	1,568	.....	3,054
.....	484,168	.....	299,004	.....	694,809	.....	676,355
.....	12,183	.....	26,836	.....	20,534	.....	42,450
.....	88,219	.....	73,068	.....	74,906	.....	90,307
.....	151,689	.....	108,548	.....	126,430	.....	151,157
.....	5,019	.....	3,776	.....	150	.....	3,793
.....	48,669	.....	37,987	.....	57,809	.....	30,889
.....	9,353	.....	4,637	.....	5,534	.....	1,550
.....	125,199	.....	168,386	.....	143,764	.....	191,086
.....	195,337	.....	257,616	.....	231,497	.....	316,793
.....	11,740	.....	23,153	.....	147,595	.....	96,563
.....	4,456	.....	7,056	.....	2,724	.....	9,179
.....	15,043	.....	8,783	.....	8,352	.....	11,671
.....	3,121	.....	1,991	.....	7,042	.....	3,425
.....	6,329	.....	14,372	.....	30,439	.....	17,260
.....	1,619	.....	1,740	.....	5,119	.....	71,038
.....	4,690	.....	70,769	.....	69,811	.....	31,383,534
.....	21,710,352	.....	25,106,587	.....	29,692,934	.....	

## VALUE OF IMPORTS, AND DUTIES THEREON,

SPECIES OF MERCHANDISE.	Rate of duty per cent.	1842.		1849.	
		Value.	Duty.	Value.	Duty.
<b>Woolens—</b>					
Cloths and cassimeres.....	30	\$9,364,145	\$1,009,243 50	\$1,024,937	\$1,424,787 16
Merino shawls, of wool.....	30	1,357,129	407,128 70	1,196,376	378,912 80
Blankets.....	25	1,146,587	229,317 40	1,161,429	231,285 80
Hosiery and articles made on frames.....	30	731,009	219,302 70	718,791	215,628 20
Worsted stuff goods.....	25	3,858,416	961,604 00	4,070,180	1,017,546 25
Woolen and worsted yarn.....	25	143,407	35,851 75	112,463	28,365 75
Woolen and articles tanned or embro- dered.....	30	18,856	5,656 80	12,910	4,173 00
Manufactures of, not specified.....	30	771,282	231,375 60	837,577	251,273 10
Flannels.....	25	88,909	22,237 25	52,320	13,081 25
Baizes.....	25	117,986	29,496 50	51,518	12,879 40
Carpeting, Wilton, Saxony, Aubusson.....	30	110,275	33,082 50	18,667	5,420 10
Brussels, Turkey, and treble-lu- grained.....	30	485,190	145,557 00	319,908	104,572 40
Venetian and other ingrained.....	30	38,835	11,658 50	96,430	28,929 90
not specified.....	30	8,237	2,618 10	28,650	8,595 00
<b>Cottons—</b>					
Printed, stained, or colored.....	25	12,490,501	3,122,625 25	10,266,894	2,571,733 50
White, or uncolored.....	25	2,487,256	621,814 00	1,434,635	359,658 75
Tanned or embroidered.....	30	435,576	128,672 80	702,631	210,780 30
Velvets, wholly of cotton.....	20	180,029	37,605 80	22,221	13,844 00
wholly of cotton and silk.....	20	22,912	4,788 40	14,076	2,815 20
Cords, gimps, and galloons.....	30	175,950	52,527 00	185,164	55,729 20
Hosiery and articles made on frames.....	20	1,383,871	276,774 20	1,315,783	263,156 60
Twist yarn and thread.....	25	727,422	181,835 50	770,770	122,637 25
Hatters' plush, of silk and cotton.....	20	5,015	1,003 00	170	31 00
Manufactures of, not specified.....	25	438,837	109,721 75	910,000	227,500 75
<b>Silks—</b>					
Piece goods.....	25	10,762,801	2,630,700 25	7,589,821	1,897,260 50
Hosiery and articles made on frames.....	30	427,703	128,310 00	464,393	140,517 90
Sewing silk.....	30	561,021	168,301 10	551,810	165,552 60
Articles tanned or embroidered.....	30	1,036,235	307,870 50	1,045,216	313,561 80
Hats and bonnets.....	30	59,836	17,950 80	49,161	14,448 60
Manufactures of, not specified.....	25	1,640,213	410,055 75	4,053,871	1,013,467 75
Flox.....	25	14,394	3,551 00	18,235	4,554 25
Raw.....	15	240,789	51,112 30	306,258	54,935 70
Boiling cloths.....	25	65,630	16,414 75	31,928	8,732 00
Silk and worsted goods.....	25	2,456,632	611,163 00	2,452,289	613,072 25
Camlets, of goats' hair or mohair.....	25	54,704	13,676 00	35,016	8,754 00
<b>Flax—</b>					
Manufactures of, linens, bleached and un- bleached.....	20	6,012,197	1,202,439 40	5,156,024	1,031,364 80
Hosiery and articles made on frames.....	30	1,508	509 40	1,465	445 50
Articles tanned or embroidered.....	30	21,018	6,305 40	30,686	9,205 80
Articles not specified.....	20	589,435	117,887 00	718,147	143,629 40
<b>Hempens—</b>					
Sheeting, brown and white.....	20	49,546	9,909 00	52,323	10,470 60
Tickenburgs, osenburgs, and burlaps.....	20	195,157	39,031 40	119,217	23,843 40
Articles not specified.....	20	105,229	21,063 80	101,053	20,210 60
Sail duck, Russia.....	20	109,127	21,825 40	74,101	14,820 20
Holland.....	20	44,759	8,951 80	5,566	1,113 20
ravens.....	20	126,620	25,325 40	46,116	9,223 20
Cotton-bagging.....	20	27,525	5,505 00	121,358	24,273 60
Clothing, ready-made.....	30	99,283	29,784 90	87,283	26,184 90
Articles of wear.....	30	553,929	166,181 70	500,307	150,092 10
Lace, thread, and insertings.....	20	263,829	52,771 80	176,375	35,275 00
cotton insertings, trimmings, laces, braids, &c.....	25	716,552	179,138 00	663,991	165,997 75
Floor-cloth, patent, painted, &c.....	30	7,351	2,205 30	2,884	865 20
Oilcloth, of all kinds.....	30	25,637	7,691 10	34,286	10,283 80
Hair-cloth and hair seating.....	25	150,442	37,610 50	145,222	36,323 00
Lasting and mohair cloth, for shoes and buttons.....	5	143,320	7,168 00	103,677	5,183 85
Gunny cloth.....	20	67,070	17,417 00	140,472	28,094 40
Mattings, Chinese and other, of flax, &c.....	25	101,643	25,160 75	92,100	23,025 00
Hats, caps and bonnets, flats, braids, plaits, &c.— Of Leghorn, straw, chip, or grass, &c.....	30	982,923	294,876 90	1,150,964	345,289 20
Of palm-leaf, ratan, willow, &c.....	30	108,701	32,610 50	18,977	5,693 10
Of hair, whalebone, &c.....	30				
<b>Iron, &amp;c.—</b>					
Muskets and rifles.....	30	75	22 50	205	61 50
Fire-arms, not specified.....	30	302,269	90,680 70	231,905	69,571 50
Side-arms.....	30	5,645	1,693 50	4,082	1,224 60
Drawing and cutting knives.....	30	21,342	6,402 90	8,421	2,526 30
Hatchets, axes, and adzes.....	30	4,043	1,212 90	3,148	944 40
Socket-chisels.....	30	12,163	3,648 90	8,227	2,468 50
Steelyards and scale-beams.....	30	13,602	4,080 60	18,681	5,604 30
Vices.....	30	37,413	11,224 50	24,650	7,396 80

Continued.

DURING THE YEARS ENDING JUNE 30—

1890.		1891.		1892.		1893.	
Value.	Duty.	Value.	Duty.	Value.	Duty.	Value.	Duty.
66,184,190	81,555,257 00	67,689,500	82,700,856 00	66,108,743	81,072,922 60	611,071,906	83,321,571 80
923,318	240,604 40	1,008,535	303,560 50	715,814	214,744 90	1,402,582	420,774 60
1,214,332	216,667 00	1,508,469	301,223 60	1,046,361	309,373 90	1,455,639	291,131 80
718,135	215,440 50	1,211,042	363,314 70	860,897	258,250 10	1,047,686	314,305 80
6,004,250	1,251,062 50	5,419,174	1,625,759 20	6,228,057	1,574,014 25	9,786,387	2,448,096 75
170,634	42,659 75	216,876	54,219 00	220,250	55,064 75	280,886	70,224 00
33,678	10,049 90	2,222	2,769 70	7,877	2,363 10	98,035	8,407 50
1,880,528	564,157 40	1,225,517	368,555 10	567,077	176,123 10	1,080,907	329,079 10
11,520	22,148 25	130,492	31,622 25	67,492	21,848 00	106,361	26,595 25
101,246	25,314 00	110,600	27,650 00	111,021	27,762 75	118,303	29,550 75
53,000	15,927 00	137,625	47,297 50	57,420	17,226 00	92,571	27,771 30
573,723	172,116 00	677,542	202,264 70	502,160	150,656 70	752,487	225,746 10
93,021	27,027 30	68,655	26,786 50	75,573	22,671 00	142,617	42,845 10
70,700	21,210 00	73,952	21,885 60	95,755	28,735 50	222,404	68,821 30
13,640,291	3,410,079 75	14,449,491	3,618,355 25	11,553,306	2,888,936 50	14,623,268	3,655,617 00
1,773,302	443,325 50	1,492,014	374,761 00	2,477,446	619,371 50	2,718,846	679,711 50
1,267,240	390,185 00	1,028,522	578,556 60	1,754,633	526,440 00	3,116,012	824,803 90
176,634	35,703 00	251,325	50,263 00	153,406	30,589 00	303,589	61,117 80
19,464	2,492 80	13,089	2,617 00	33,941	4,282 80	18,989	3,297 80
6,036	1,407 80	30,252	9,075 60	4	1 30	08,651	29,655 30
1,558,172	311,654 60	2,117,622	422,579 80	2,152,340	432,468 00	3,002,631	600,528 90
799,156	199,740 00	880,650	245,200 75	887,640	221,960 00	1,095,519	273,679 50
9,067	1,293 80	59,432	11,696 40	121,691	24,368 20	56,054	11,210 80
858,422	214,603 50	634,620	208,655 00	564,530	141,134 75	2,685,554	673,688 50
14,450,560	2,614,680 00	22,178,379	5,544,594 75	18,833,596	4,295,680 00	22,470,911	5,617,737 75
610,917	164,665 10	785,622	223,740 60	560,673	179,901 90	1,121,680	337,404 00
460,467	146,646 10	279,455	113,656 50	173,729	52,129 70	238,525	71,557 50
1,121,462	359,428 60	1,367,063	410,118 80	1,068,333	571,971 00	1,318,039	395,420 70
65,187	15,856 10	77,276	21,172 40	08,665	28,909 50	111,871	33,561 30
879,989	218,085 00	900,699	240,174 75	1,914,462	478,615 50	5,130,598	1,282,649 50
12,104	3,776 00	6,251	2,062 75	17,011	4,477 75	19,829	2,709 75
386,291	57,942 15	448,158	67,229 70	360,836	54,125 40	712,092	106,813 80
17,351	4,332 75	28,544	7,133 25	47,072	11,783 00	48,222	10,058 00
1,653,807	413,432 25	1,763,076	445,769 00	1,607,513	416,678 25	1,680,918	470,229 50
2,040	510 00	9,501	2,375 25	1,267	216 80	9,807	2,451 75
7,063,184	1,412,636 80	7,748,023	1,542,794 00	7,603,603	1,526,720 60	8,897,317	1,779,463 40
3,531	1,059 30	3,361	1,008 30	5,546	1,663 80	3,192	957 60
26,121	10,836 30	60,137	18,041 10	52,227	15,668 10	84,779	25,433 70
1,031,636	206,207 60	953,619	196,723 80	654,333	170,260 60	1,250,749	250,149 80
13,670	9,534 00	1,868	373 60	6,944	1,268 80	3,963	792 60
67,364	12,472 80	7,967	1,593 40	7,279	1,455 80	80,015	16,003 00
187,121	37,424 20	483,922	96,785 00	255,720	51,144 00	314,371	62,874 20
34,312	6,862 40	30,546	7,917 20	17,622	3,524 40	24,511	4,902 20
6,735	1,347 00	5,010	1,002 00	2,502	500 60	1,268	253 60
27,320	5,467 80	30,226	6,051 60	52,192	10,438 60	40,942	8,188 40
251,905	40,291 00	93,154	18,630 60	49,347	9,869 40	14,101	2,820 24
78,992	23,637 90	112,700	34,110 00	115,070	34,521 00	197,359	59,207 70
734,298	220,290 40	65,294	263,589 20	1,253,742	378,122 60	2,109,776	632,932 80
185,923	27,155 00	223,115	44,623 00	169,353	39,077 00	232,170	50,434 00
672,627	168,156 75	756,651	21,762 75	535,056	132,764 00	541,757	210,439 25
7,550	2,267 70	16,100	4,557 00	9,973	2,291 50	7,563	2,268 90
26,028	10,408 40	42,406	12,782 40	21,462	6,438 60	42,373	12,711 90
161,405	40,334 25	252,154	63,998 50	270,565	67,646 25	280,323	70,080 75
106,508	5,325 49	113,069	5,654 60	61,328	3,216 00	95,290	4,764 50
591,032	86,907 00	453,904	90,780 80	168,820	112,784 00	607,591	121,518 20
127,344	31,626 00	162,641	40,710 25	205,025	51,423 75	208,750	52,189 00
1,163,483	249,045 50	1,451,225	433,385 50	1,628,067	488,690 10	1,610,928	453,978 40
26,650	7,995 00	19,758	6,927 40	6,775	2,032 50	28,320	8,466 00
.....	.....	648	194 40	301	90 30	.....	.....
97,524	8,257 20	58,060	17,418 00	121,984	36,835 20	121,802	36,540 50
254,877	106,483 10	461,756	128,526 80	401,849	120,554 70	374,545	112,363 60
1,542	462 60	1,822	546 60	7,424	2,227 20	1,607	492 10
10,608	3,242 40	10,498	3,146 40	22,756	6,228 80	12,298	3,689 40
2,477	743 10	3,553	1,066 50	3,118	935 40	1,950	585 00
9,914	2,974 20	7,027	2,111 10	84,917	7,475 10	19,018	5,705 40
6,584	1,975 20	13,207	3,992 10	7,818	2,360 40	9,230	2,769 00
29,088	8,798 40	33,944	10,187 90	6,900	14,460 00	60,338	15,101 40

## VALUE OF IMPORTS, AND DUTIES THEREON,

Species of merchandise.	Rate of duty per cent.	1842.		1843.	
		Value.	Duty.	Value.	Duty.
<b>Iron, &amp;c.—</b>					
Sickles and reaping-hooks.....	30	62,481	8,744 30	61,009	8,572 70
Scythes.....	30	29,222	8,946 00	14,422	4,467 00
Wood-screws.....	30	6,629	1,988 70	515	154 20
Spades and shovels.....	30	4,381	1,314 30	3,165	950 40
Squares (masons' and carpenters').....	30	218,330	43,766 00	167,074	33,522 80
Needles, sewing, darning, and other.....	30	21,000	6,300 00	18,012	5,403 60
Cast-iron butt-hinges.....	30	1,146,843	344,052 90	1,086,408	325,922 40
Cutlery, not specified.....	30	3,590,928	1,077,278 40	2,546,873	884,061 90
Manufactures of, not specified.....	30	1,429	428 70	1,477	443 10
Sad-irons, tailors' and hatters' irons.....	30	25,047	7,514 10	22,888	6,866 40
Bonnet-wire.....	30	32,006	11,401 80	34,414	10,324 20
Wire, iron and steel, N <sup>o</sup> A, No. 14.....	30	6,079	1,823 70	1,531	459 50
Wire, iron and steel, N <sup>o</sup> A, 16 oz. per M.....	30	124	37 20	61	18 30
Tacks, brads, and sprigs, N <sup>o</sup> A, 16 oz. per M.....	30	88,590	26,517 00	68,224	20,467 20
Nails.....	30	444	133 20	1,596	478 80
Spikes.....	30	369,574	110,872 20	277,290	83,186 70
Chain-cables.....	30	8,016	2,404 80	6,878	2,063 40
Mill, cross-cut, and pit saws.....	30	42,449	12,734 70	28,097	8,429 10
Anchor and parts thereof.....	30	117,606	35,281 80	71,250	21,375 00
Anvils and parts thereof.....	30	5,288	1,586 40	3,441	1,033 20
Smiths' hammers and sledges.....	30	15,665	4,699 50	15,883	4,764 90
Castings, vessels of.....	30	16,798	5,039 40	18,957	5,687 10
all other.....	30	13,290	3,988 80	21,563	6,468 90
Round or square, as braziers' rods.....	30	4,734	1,420 20	11,114	3,334 20
Nail or spike rods.....	30	16,720	5,016 00	19,137	5,741 10
Band or scroll, as casement rods.....	30	104,643	31,392 90	148,128	44,437 80
Hoop-iron.....	30	625,312	187,593 60	395,120	118,536 00
Sheet-iron.....	30	815,415	244,624 50	1,403,613	421,083 90
Pig-iron.....	30	140,037	42,011 10	144,421	43,327 20
Old and scrap.....	30	3,679,598	1,103,879 40	6,060,068	1,818,020 40
Bar, manufactured by rolling.....	30	975,214	292,564 20	525,770	157,731 00
all other.....	15	1,061,560	159,234 00	1,014,773	152,215 95
Steel, cast, shear, and German.....	20	223,377	44,675 40	212,365	42,473 00
<b>Copper—</b>					
In pigs, bars, and old.....	5	702,907	35,145 38	988,650	49,431 15
Wire.....	30	1,226	367 80	657	257 10
Braziers'.....	20	35	7	.....	.....
Copper bottoms for stills, &c.....	30	14,229	2,845 80	11,792	2,358 40
Manufactures of, not specified.....	30	137,903	41,377 90	219,329	65,810 70
Rods and bolts.....	20	97	19 40	1,533	310 60
Nails and spikes.....	20	477	95 40	570	114 00
<b>Brass—</b>					
In pigs, bars, and old.....	5	24,191	1,209 55	7,504	375 90
Wire.....	30	10,801	3,240 30	4,672	1,461 60
Screws.....	30	840	252 00	.....	.....
Sheet and rolled.....	30	223	66 90	8,105	2,431 50
Manufactures of, not specified.....	30	163,864	49,159 20	154,540	46,362 00
<b>Tin—</b>					
In pigs and bars.....	5	438,520	21,926 00	575,762	28,788 10
Plates and sheets.....	15	1,566,754	235,013 10	2,292,428	343,864 20
Foil.....	15	13,010	1,951 50	11,308	1,696 20
Manufactures of, not specified.....	30	25,166	7,549 80	23,042	6,912 60
<b>Lead—</b>					
Pig, bar, sheet and old.....	20	6,288	1,257 60	85,367	17,073 40
Shot.....	20	50	10 00	36	7 20
Pipes.....	20	.....	.....	.....	.....
Manufactures of, not specified.....	30	854	256 20	854	256 20
<b>Pewter, old, only fit for remanufacture.....</b>	5	227	11 35	2,433	122 65
Manufactures of, not specified.....	30	1,989	596 70	1,503	450 90
<b>Gold and silver—Manufactures of, viz:</b>					
Lace, galloons, tresses, tassels, &c.....	30	24,234	10,900 20	40,290	12,087 00
Epaulets and wings.....	30	3,732	1,121 70	595	169 80
Gold and silver leaf.....	15	1,183	177 45	263	39 45
Jewelry, real, and imitations of.....	30	182,506	48,778 80	281,525	84,400 50
Gems, diamonds, pearls, &c., set.....	30	1,280	2,184 80	3,342	972 60
Manufactures of, not specified.....	10	123,065	12,306 50	106,014	10,601 40
Glaziers' diamonds.....	15	61,826	18,547 80	29,043	8,712 90
Clocks.....	30	206	30 90	2,374	356 10
Chronometers.....	30	57,488	17,246 40	51,543	15,463 90
Watches, and parts of.....	10	16,505	1,650 50	13,046	1,304 60
Metallic pens.....	10	1,733,221	173,322 10	1,676,606	167,660 60
Square wire for umbrella stretchers.....	30	61,566	18,469 80	74,050	22,215 00
Pins, in packs and otherwise.....	30	57,728	17,318 40	26,108	7,832 40
Buttons, metal.....	25	30,383	8,108 90	8,184	2,455 20
Buttons, metal.....	25	42,468	10,617 00	35,320	8,809 75

Continued.

DURING THE YEARS ENDING JUNE 30—

1850.		1851.		1852.		1853.	
Value.	Duty.	Value.	Duty.	Value.	Duty.	Value.	Duty.
61,042	6,324 60	61,703	8,510 90	62,425	8,737 50	61,271	8,381 30
15,378	4,607 40	18,974	5,692 20	19,673	5,901 00	22,932	7,779 60
161	48 30	4,381	1,314 30	1,991	5,997 30	3,628	1,088 40
8,120	2,436 00	2,587	776 10	5,447	1,634 10	6,022	1,808 40
2,091	637 30	43,522	7,075 80	2,103	631 50	1,696	508 80
231,325	46,295 00	217,962	43,522 60	206,341	41,286 20	240,061	48,012 20
220,908	6,292 40	23,586	7,075 80	21,077	6,323 10	39,175	11,752 50
1,974,838	392,451 40	1,562,732	465,819 60	1,816,301	544,890 30	2,035,038	610,511 40
3,427,180	1,028,154 60	4,084,497	1,225,319 10	3,621,650	1,086,465 00	4,026,736	1,208,020 80
730	220 80	741	222 30	2,882	864 60	1,335	580 50
3,514	1,114 20	4,057	1,217 10	6,492	1,947 60	4,364	1,369 30
72,580	21,777 30	78,280	23,469 00	32,961	9,888 30	108,778	32,653 40
5,464	1,632 20	58,183	11,455 50	58,134	17,440 20	57,609	17,360 70
						757	227 10
119,786	35,935 80	125,738	37,721 40	120,035	36,010 50	138,116	41,431 80
2,086	625 80	1,554	466 20	1,638	509 40	1,070	321 03
299,811	89,947 30	288,523	86,558 70	233,517	70,055 10	450,835	135,250 50
7,942	2,392 60	14,522	4,366 60	19,656	5,896 80	32,190	9,637 00
43,027	12,908 10	22,317	6,704 10	27,370	8,211 00	56,783	17,034 90
76,023	23,046 60	60,518	18,161 40	76,478	22,943 40	94,237	28,268 10
6,660	1,800 00	5,753	1,725 90	5,697	1,609 10	11,687	3,566 10
7,718	2,315 40	6,146	1,843 80	8,255	2,588 50	5,361	1,608 30
76,164	22,849 20	15,844	4,753 20	10,027	3,008 10	44,774	13,423 20
54,874	16,462 20	24,172	7,251 60	46,433	13,922 90	61,451	18,345 30
10,054	3,017 40	14,946	4,483 80	18,321	5,496 30	88,639	26,669 70
31,847	9,554 10	21,442	7,332 60	41,443	12,432 90	35,365	10,669 50
176,148	53,061 40	243,924	73,177 20	271,534	69,460 20	265,265	79,779 50
639,058	197,717 40	716,878	215,063 40	772,519	231,753 70	1,122,305	336,691 50
900,660	285,198 00	777,524	236,257 20	835,957	280,787 10	1,528,031	458,409 30
161,181	48,594 30	112,029	33,608 70	102,292	30,687 60	145,029	43,517 70
7,507,166	2,219,149 80	7,324,283	2,197,284 90	8,568,317	2,570,435 10	15,402,716	4,620,832 80
744,733	223,420 50	900,026	270,007 80	1,302,809	390,842 70	627,675	188,302 50
1,106,891	166,083 65	1,266,128	189,919 35	1,327,750	199,162 50	2,343,878	351,581 70
225,362	45,072 40	303,934	60,786 80	375,849	75,169 80	626,435	125,287 00
1,167,411	58,370 55	1,531,704	76,585 20	1,499,467	74,973 35	1,529,295	76,424 75
72	21 60	7	2 20	27	8 10	37	11 10
9,196	1,825 20	11	2 20				
9,218	1,849 60	14,588	2,917 60	4,736	947 20	14,220	2,844 00
320,227	90,069 10	173,809	52,142 70	129,036	39,716 80	267,638	80,351 40
580	116 00	177,962	35,590 40	941	282 30	30	6 00
		792	158 40	531	106 20		
16,544	827 20	7,648	392 40	4,368	218 40	12,129	606 45
2,340	702 00	70	21 00	35	10 50		
17	5 10						
160,002	48,297 60	165,721	49,716 30	151,569	45,476 70	224,212	67,263 60
654,414	392,780 50	378,117	18,905 85	298,118	14,905 90	724,223	36,211 65
2,467,724	308,662 05	3,547,171	532,075 65	2,902,802	435,420 30	4,769,884	706,482 60
19,216	2,892 80	21,657	3,948 55	31,748	4,762 20	23,576	3,536 40
19,910	5,992 00	21,162	7,220 60	23,798	7,139 40	44,385	13,315 50
1,192,597	236,519 40	1,517,693	303,520 60	1,283,321	256,666 20	1,618,058	323,611 60
4,363	872 60	3,971	1,194 20	787	157 40		
465	60 00	453	90 60			120	24 00
333	107 70	111	33 30	554	166 20	1,576	473 70
2,197	106 85	2,053	101 65	1,192	59 60	5,494	274 70
3,087	926 10	5,844	1,753 20	911	282 30	2,309	692 70
23,092	6,918 60	26,859	8,057 70	17,247	5,174 10	20,643	6,192 90
4,262	1,258 40	4,647	1,394 16	7,533	2,253 90	12,655	3,850 50
109 50		284 40	3,319	302 35	3,746	561 90	
352,287	105,696 10	422,970	126,891 00	320,925	96,277 50	542,677	162,800 0
3,162	948 60	3,430	1,029 00	2,657	797 10	5,002	1,500 00
66,950	6,692 30	99,972	9,997 20	71,670	7,167 00	62,250	6,220 00
51,944	15,583 20	87,080	26,118 00	82,719	24,515 70	133,920	40,176 00
616	92 40	1,611	241 65	1,245	186 45	758	113 70
50,048	15,014 40	66,734	20,026 20	63,623	19,086 00	82,092	24,697 60
18,754	1,875 40	18,526	1,952 60	12,711	1,271 10	22,100	2,210 00
1,033,921	163,722 10	2,652,349	250,834 90	2,754,698	275,496 80	3,214,364	321,436 40
86,950	26,085 00	85,809	25,740 00	60,388	18,116 40	108,582	32,574 60
21,916	6,574 80	4,608 90	4,253	1,976 50	8,380	2,514 00	
27,758	8,327 40	24,743	7,423 50	18,411	5,523 30	33,593	10,077 90
23,044	5,811 00	25,616	6,404 00	82,391	20,747 75	123,532	30,888 00

## VALUE OF IMPORTS, AND DUTIES THEREON.

Species of merchandise.	Rate of duty per cent.	1848.		1849.	
		Value.	Duty.	Value.	Duty.
Buttons, all other buttons and button-moulds. . .	25	\$343,425	\$55,536 25	\$365,937	\$91,484 25
Glass—					
Silvered, and in frames. . . . .	30	339,130	107,739 00	150,557	45,161 10
Paintings on glass, porcelain and colored. . . .	30	22,370	6,711 00	14,344	4,316 40
Polished plate. . . . .	30	212,267	63,680 10	222,101	66,630 30
Manufactures of, not specified. . . . .	30	95,507	28,652 10	88,271	26,481 30
Cut. . . . .	40	70,557	28,232 80	45,563	18,225 24
Plain. . . . .	30	37,808	11,342 40	37,303	11,190 80
Watch crystals. . . . .	30	9,274	2,962 20	6,616	1,983 80
Glasses or pebbles for spectacles. . . . .	30	4,363	1,308 90	4,236	1,270 80
Apothecaries' vials, n $\times$ a, 16 oz. . . . .	30	2,415	724 50	441	132 30
Perfumery and fancy vials, n $\times$ a, 16 oz. . . . .	30	167	50 10		
Bottles, n $\times$ a, two quarts. . . . .	30	22,075	15,622 50	61,677	18,503 10
Demijohns. . . . .	30	14,942	4,482 60	16,881	5,064 30
Window, n $\times$ a, 8 $\times$ 10 inches. . . . .	20	58,130	11,626 00	2,946	589 20
10 $\times$ 12 inches. . . . .	20	71,406	14,281 20	112,176	22,435 20
above 10 $\times$ 12 inches. . . . .	20	31,491	6,298 20	21,217	4,243 40
Paper—					
Antiquarian, imperial, superroyal, &c. . . . .	30	4,975	1,492 50	278	83 40
Medium, cap, demy, and other writing. . . . .	30	57,857	17,357 10	52,119	15,635 00
Folio and quarto post. . . . .	30	22,338	21,701 40	61,624	19,387 20
Bank and bank-note paper. . . . .	30	33,704	10,111 20	23,854	10,157 40
Binders', box, pressing, and pasteboards. . . .	30	579	173 70	104	31 20
Copperplate, printing, and drawing. . . . .	30	6,323	1,917 90	6,165	1,849 50
Sheathing paper. . . . .	20	77	15 40	3	60
Playing-cards. . . . .	30	1,225	547 50	7,572	2,271 60
Paper-mache, articles and wares of. . . . .	30	22,122	6,638 70	21,710	6,513 00
Paper-hangings. . . . .	20	72,784	14,556 80	76,225	15,245 00
Paper boxes and fancy boxes. . . . .	30	85,620	25,686 00	65,030	19,509 00
Manufactures of, not specified. . . . .	30	45,051	13,515 30	51,994	15,598 20
Books—					
Blank, bound or unbound. . . . .	20	2,336	467 20	5,809	1,160 00
Printed in Hebrew. . . . .	10	914	91 40	125	25 20
Printed in Greek and Latin. . . . .	10	4,808	480 80	2,922	285 00
Printed in English. . . . .	10	315,102	31,510 20	284,022	28,402 20
Printed in other languages. . . . .	10	144,064	14,406 80	102,921	21,580 20
Periodicals and illustrated newspapers. . . . .	10	6,086	608 60	930	93 60
Periodicals, &c., in the course of publication. . . . .	20	1,894	378 80	1,942	388 60
Leather—					
Tanned, bend, and sole. . . . .	20	5,491	1,098 20	807	161 40
Tanned and dressed upper leather. . . . .	20	26,005	5,201 00	19,666	2,419 20
Skins, tanned and dressed. . . . .	20	225,605	50,121 00	410,504	82,100 80
Skins, tanned and not dressed. . . . .	20	4,586	919 20	11,328	2,271 60
Skivers. . . . .	30	84,272	25,281 60	86,908	16,770 90
Boots and booties, for men and women. . . . .	30	21,253	6,375 90	9,614	2,883 90
Shoes and pumps, for men and women. . . . .	30	6,041	1,812 30	9,659	2,897 70
Boots, booties, and shoes, for children. . . . .	30	3,160	948 00	4,225	1,447 50
Gloves, for men, women, and children. . . . .	30	794,076	238,322 80	772,217	231,665 10
Manufactures of, not specified. . . . .	30	149,993	44,997 90	173,143	51,943 90
Wares—					
China, porcelain, earthen, and stone. . . . .	30	2,332,996	699,898 80	2,261,331	678,399 30
Plated or gilt. . . . .	30	192,934	57,880 20	159,619	47,885 70
Japanned. . . . .	30	61,855	18,563 50	62,209	18,660 70
Britannia. . . . .	30	11,479	3,443 70	17,272	5,181 60
Wedgewood. . . . .	30	252	75 60		
Silver-plated metal. . . . .	30	1,712	513 60		
Silvered or plated ware. . . . .	30	595	178 50	5,410	1,632 00
Saddlery, common, tinned, or japanned. . . . .	30	132,712	39,842 40	67,749	13,549 80
plated, brass, or polished steel. . . . .	30	178,067	53,420 10	117,726	35,317 80
Furs—					
Undressed on the skin. . . . .	10	221,245	22,124 50	249,156	24,915 60
Hatters', dressed or undressed, not on the skin. . . .	10	222,712	22,271 20	256,630	25,663 00
Dressed on the skin. . . . .	20	29,986	19,597 20	84,076	8,407 60
Hats, caps, muffs, tippets, &c. . . . .	30	12,382	3,714 90	3,842	1,152 60
Manufactures of, not specified. . . . .	30	9,951	2,985 30	6,812	2,052 60
Wood, manufactures of, viz:					
Cabinet and household furniture. . . . .	30	40,227	12,248 10	52,193	15,658 50
Cedar, mahogany, rose, satin, &c. . . . .	40	22,927	9,170 80	32,634	13,077 60
Manufactures of, not specified. . . . .	30	115,103	34,530 90	165,850	49,755 00
Unmanufactured, viz:					
Cedar, granadilla, mahogany, rose, and satin. . . .	20	370,656	74,131 20	324,620	64,921 00
Firewood, and other. . . . .	30	168,434	50,530 20	227,716	68,314 80
Dye-wood in stick. . . . .	5	428,145	21,407 25	549,149	27,457 45
Bark of the cork-tree, corks. . . . .	30	101,632	30,549 60	120,413	36,123 90
other manufactures of. . . . .	30			11	3 30
unmanufactured. . . . .	15	13,926	2,088 90	14,573	2,185 25
Marble manufactures of. . . . .	25	24,323	6,080 75	22,862	5,715 50



Continued.

DURING THE YEARS ENDING JUNE 30—

1850.		1851.		1852.		1853.	
Value.	Duty.	Value.	Duty.	Value.	Duty.	Value.	Duty.
\$121,518	\$106,122 50	\$548,973	\$137,243 25	\$455,560	\$113,820 00	\$638,842	\$159,710 50
231,394	70,017 60	321,793	96,537 90	309,711	92,913 30	346,825	104,047 50
4,707	1,412 10	712	27 60	6-7	206 10	1,579	473 70
263,137	78,950 10	225,999	67,799 70	263,026	78,907 80	308,574	92,573 20
169,289	32,746 70	198,850	59,655 00	67,449	26,234 70	97,680	29,304 00
43,619	17,447 60	55,148	22,050 20	73,335	29,358 00	76,783	30,713 20
88,466	26,539 80	69,891	26,967 30	186,333	55,809 50	162,087	48,629 10
14,500	4,377 00	33,855	10,156 50	28,244	8,473 20	38,088	11,436 40
7,257	2,189 10	8,008	2,420 40	5,357	1,577 10	5,504	1,631 20
3,143	944 70	1,123	336 00	168	290 40	2,301	690 30
303	99 00	1,062	318 60	23	6 90	879	263 70
79,917	23,975 10	100,556	30,166 80	92,834	27,650 20	111,637	33,509 10
20,291	6,060 30	28,921	8,676 20	10,991	5,997 30	29,622	8,904 60
14,116	2,223 20	28,748	5,749 60	44,928	8,585 60	43,903	8,780 60
59,741	10,918 20	168,826	33,765 20	137,194	27,578 80	137,950	25,500 00
69,077	17,815 40	123,015	24,663 00	232,786	46,557 20	310,880	62,176 00
519	153 60	110	33 00	1,868	560 40	745	222 60
154,485	46,345 50	255,170	76,551 00	255,047	76,514 10	326,751	77,025 30
37,310	11,193 00	44,487	13,346 10	157	47 10	98	29 40
2,213	663 60	815	244 20	129	38 70	5,256	1,766 60
947	284 10	479	143 70	279	83 70	659	197 70
1,692	501 60	357	107 10	273	61 90	630	189 00
10,016	3,004 80	17,406	5,221 80	10,788	3,236 40	9,998	2,999 40
54,953	16,494 90	96,391	29,391 50	62,688	18,746 40	43,622	13,086 60
76,820	15,364 00	120,629	24,725 80	114,164	22,632 80	125,825	25,165 00
39,782	11,191 60	96,438	7,931 40	34,042	10,212 60	26,654	7,936 20
110,139	33,041 70	151,434	45,430 20	61,367	24,410 10	119,746	35,923 80
7,675	1,525 00	12,562	2,519 40	12,797	2,559 40	11,975	2,395 00
74	7 40	5	50	60	6 00	1,312	134 20
2,027	202 70	2,318	231 80	1,906	190 60	549,916	54,991 60
341,735	34,175 50	38,458	38,458 30	423,639	42,963 80	146,036	14,603 80
115,486	11,548 60	93,468	9,346 00	161,370	10,087 90	222,328	2,223 20
4,328	432 80	15,430	1,543 00	26,714	2,671 40		
2,861	572 20	668	133 60	26	5 20	3,537	719 40
38,244	7,648 80	21,348	4,261 60	22,650	6,532 00	28,267	5,653 40
21,281	4,256 20	58,582	11,716 40	26,711	57,342 20	1,032,120	210,424 00
663,201	172,640 20	1,022,407	201,481 20	692,051	138,410 20	436,606	87,333 20
47,282	9,456 60	21,553	4,970 60	34,042	6,921 80	16,520	3,304 00
46,560	13,968 00	41,909	12,572 70	7,514	2,254 20	39,760	11,928 00
16,284	4,897 20	28,553	8,655 90	25,087	10,526 10	53,942	16,162 60
11,817	4,554 10	5,181	17,270 70	25,319	7,595 70	37,603	11,280 90
15,081	4,794 30	8,097	2,429 10	287	86 10	679	197 70
788,067	236,420 10	1,314,706	394,411 80	1,308,490	392,547 60	1,368,997	410,699 10
278,732	77,619 60	274,678	82,403 40	265,153	61,554 90	286,046	65,813 50
2,601,393	780,417 60	3,340,622	1,002,186 60	3,444,035	1,033,228 50	3,173,881	952,165 20
230,796	71,920 60	329,940	98,772 00	311,725	93,472 00	336,520	100,956 00
49,480	14,544 00	50,434	15,130 20	58,832	17,649 60	58,826	17,518 80
32,005	9,691 50	25,555	7,666 50	16,940	4,908 00	21,375	6,412 50
72	21 60	5,086	1,785 80	449	131 70		
26,691	7,697 30	6,123	2,076 90	1,662	498 60	23,127	6,938 10
6,924	2,077 20	50,604	15,181 20	19,425	5,830 50	23,583	7,074 90
90,751	18,150 20	116,943	23,248 60	102,910	21,982 00	104,840	31,492 00
155,281	46,584 30	202,468	62,840 40	200,520	61,956 00	221,214	66,367 20
148,377	14,837 70	228,674	22,867 40	200,591	20,989 10	562,737	56,273 70
607,590	80,150 60	657,127	66,712 70	735,960	73,596 00	1,064,000	106,400 00
44,306	8,861 20	67,870	13,583 60	88,033	17,607 60	92,351	18,470 20
5,694	1,508 20	12,658	3,797 40	10,673	3,021 90	1,690	4 60
8,260	2,317 20	12,150	3,645 00	17,115	5,134 50	12,512	3,753 60
34,199	10,259 70	30,122	9,006 60	39,915	11,974 50	41,194	12,478 80
46,975	16,510 00	60,464	24,185 60	82,637	31,072 80	56,325	22,531 20
279,507	82,052 10	312,516	94,754 80	329,545	101,229 90	380,631	114,267 30
245,537	49,107 40	428,051	85,790 20	435,563	87,112 60	462,818	92,563 60
123,049	24,624 90	246,179	73,853 70	241,152	84,645 60	412,566	123,769 80
478,112	29,905 60	610,765	30,539 25	373,340	18,667 00	341,445	17,072 25
173,041	51,912 30	131,181	39,354 30	136,853	41,035 90	178,321	53,496 30
602	180 60	1,024	307 20	66	19 80	150	45 00
9,419	1,412 65	19,309	2,896 35	20,676	3,101 40	13,798	2,069 70
28,104	8,431 20	23,155	6,946 50	23,082	9,236 40	121,214	36,264 20

## VALUE OF IMPORTS, AND DUTIES THEREON,

Species of merchandise.	Rate of duty per cent.	1848.		1849.	
		Value.	Duty.	Value.	Duty.
Buttons, all other buttons and button-moulds. . . . .	25	\$343,425	\$85,856 25	\$365,937	\$91,484 25
Glass—					
Silvered, and in frames. . . . .	30	359,130	107,739 00	150,577	45,161 10
Paintings on glass, porcelain and colored. . . . .	30	22,370	6,711 00	14,488	4,346 40
Polished plate. . . . .	30	212,267	63,680 10	222,101	66,630 30
Manufactures of, not specified. . . . .	30	95,507	28,652 10	88,231	26,469 80
Cut. . . . .	40	70,557	28,222 80	45,563	18,225 50
Plain. . . . .	30	37,808	11,342 40	37,303	11,190 90
Watch crystals. . . . .	30	9,874	2,962 20	6,646	1,993 80
Glasses or pebbles for spectacles. . . . .	30	4,363	1,308 90	4,236	1,270 80
Apothecaries' vials, n $\times$ a, 16 oz. . . . .	30	2,415	724 50	441	132 30
Perfumery and fancy vials, n $\times$ a, 16 oz. . . . .	30	167	50 10		
Bottles, n $\times$ a, two quarts. . . . .	30	52,075	15,622 50	61,677	18,503 10
Demijohns. . . . .	30	14,942	4,482 60	16,881	5,064 30
Window, n $\times$ a, 8 $\times$ 10 inches. . . . .	20	58,130	11,626 00	2,946	549 20
10 $\times$ 12 inches. . . . .	20	71,406	14,281 20	112,176	22,435 00
above 10 $\times$ 12 inches. . . . .	20	31,491	6,298 20	24,217	4,843 40
Paper—					
Antiquarian, imperial, superroyal, &c. . . . .	30	4,975	1,492 50	278	83 40
Medium, cap, demy, and other writing. . . . .	30	57,857	17,357 10	52,110	15,633 00
Folio and quarto post. . . . .	30	82,338	24,701 40	64,621	19,387 30
Bank and bank-note paper. . . . .	30	33,704	10,111 20	23,854	7,156 20
Binders', box, pressing, and pasteboards. . . . .	30	579	173 70	104	31 20
Copperplate, printing, and drawing. . . . .	30	6,393	1,917 90	6,163	1,849 50
Sheathing paper. . . . .	20	77	15 40	3	60
Playing-cards. . . . .	30	1,825	547 50	7,252	2,271 60
Paper-mache, articles and wares of. . . . .	30	22,122	6,638 70	21,710	6,513 00
Paper-hangings. . . . .	20	72,784	14,556 80	76,525	15,305 00
Paper boxes and fancy boxes. . . . .	30	65,620	23,686 00	65,030	19,509 00
Manufactures of, not specified. . . . .	30	45,051	12,515 30	51,994	15,598 20
Books—					
Blank, bound or unbound. . . . .	20	2,336	467 20	5,800	1,160 00
Printed in Hebrew. . . . .	10	914	91 40	126	25 20
Printed in Greek and Latin. . . . .	10	4,808	480 80	2,922	585 00
Printed in English. . . . .	10	315,102	31,510 20	284,825	56,967 00
Printed in other languages. . . . .	10	144,068	14,406 80	100,051	21,000 20
Periodicals and illustrated newspapers. . . . .	10	6,066	606 60	836	83 60
Periodicals, &c., in the course of publication. . . . .	20	1,894	378 80	1,943	388 60
Leather—					
Tanned, bend, and sole. . . . .	20	5,491	1,098 20	807	161 40
Tanned and dressed upper leather. . . . .	20	26,005	5,201 00	12,050	2,410 20
Skins, tanned and dressed. . . . .	20	295,605	59,121 00	410,504	82,100 80
Skins, tanned and not dressed. . . . .	20	4,586	919 20	11,328	2,271 60
Skivers. . . . .	30	84,272	25,281 60	66,903	16,770 60
Boots and booties, for men and women. . . . .	30	21,252	6,375 30	9,614	2,883 90
Shoes and pumps, for men and women. . . . .	30	6,041	1,812 30	9,659	2,897 70
Boots, booties, and shoes, for children. . . . .	30	3,160	948 00	4,625	1,417 50
Gloves, for men, women, and children. . . . .	30	794,076	238,222 80	772,217	231,665 10
Manufactures of, not specified. . . . .	30	149,993	44,997 90	173,143	51,942 90
Wares—					
China, porcelain, earthen, and stone. . . . .	30	2,332,296	699,688 80	2,961,331	888,399 30
Plated or gilt. . . . .	30	192,934	57,880 20	159,619	47,885 70
Japaned. . . . .	30	61,885	18,565 50	62,269	18,680 70
Britannia. . . . .	30	11,479	3,442 70	17,372	5,161 60
Wedgewood. . . . .	30	252	75 60		
Silver-plated metal. . . . .	30	1,712	513 60		
Silvered or plated ware. . . . .	30	595	178 50	5,440	1,632 00
Saddlery, common, tanned, or japaned. . . . .	30	132,712	39,842 40	67,749	20,339 70
plated, brass, or polished steel. . . . .	30	178,067	53,420 10	117,736	35,317 80
Furs—					
Undressed on the skin. . . . .	10	221,245	22,124 50	242,156	24,215 60
Hatters', dressed or undressed, not on the skin. . . . .	10	222,712	22,271 20	256,650	25,665 00
Dressed on the skin. . . . .	20	99,986	19,997 20	84,976	16,995 20
Hats, caps, muffs, tippets, &c. . . . .	30	12,382	3,714 90	2,842	852 60
Manufactures of, not specified. . . . .	30	9,951	2,985 30	6,842	2,052 60
Wood, manufactures of, viz: . . . . .					
Cabinet and household furniture. . . . .	30	40,927	12,278 10	52,190	15,658 50
Cedar, mahogany, rose, satin, &c. . . . .	40	22,927	9,170 80	32,694	13,077 60
Manufactures of, not specified. . . . .	30	115,103	34,530 90	165,850	49,755 00
Unmanufactured, viz: . . . . .					
Cedar, granadilla, mahogany, rose, and satin. . . . .	30	370,656	74,131 20	294,020	88,206 00
Firewood, and other. . . . .	20	165,434	50,530 20	227,716	68,314 80
Dye-wood in stick. . . . .	5	428,145	21,407 25	549,149	27,457 45
Bark of the cork-tree, cork. . . . .	30	101,832	30,549 60	120,413	36,123 90
other manufactures of. . . . .	30			11	3 30
unmanufactured. . . . .	15	13,926	2,088 90	14,573	2,185 95
Marble manufactures of. . . . .	30	24,811	7,443 30	22,663	7,164 90

Continued.

DURING THE YEARS ENDING JUNE 30—

1850.		1851.		1852.		1853.	
Value.	Duty.	Value.	Duty.	Value.	Duty.	Value.	Duty.
\$421,516	\$106,122 50	\$548,973	\$137,243 25	\$455,560	\$113,890 00	\$638,642	\$159,710 50
233,392	70,017 60	331,793	96,537 90	309,711	92,913 30	348,825	104,047 50
4,707	1,419 10	792	277 60	687	206 10	1,579	473 70
263,197	78,929 10	225,979	67,799 70	263,026	78,907 80	308,574	92,573 90
102,289	32,786 70	198,650	59,655 00	67,449	26,234 70	97,689	29,304 00
43,619	17,447 60	55,148	22,059 20	73,795	23,359 00	76,783	30,713 20
88,446	26,539 80	49,491	26,967 30	186,333	55,899 90	162,097	48,629 10
14,550	4,377 00	33,655	10,156 50	98,944	6,473 20	38,088	11,426 40
7,297	2,129 10	8,098	2,420 40	5,257	1,577 10	5,504	1,651 20
3,142	944 70	1,123	336 90	998	299 40	2,301	690 30
333	99 90	1,062	318 60	22	6 90	679	263 70
79,017	23,975 10	100,556	30,166 80	92,874	27,650 20	111,697	33,509 10
20,901	6,060 30	98,921	8,676 20	19,091	5,997 30	29,682	8,904 60
14,116	2,823 20	28,748	5,749 60	42,928	8,585 60	43,003	8,780 60
99,741	19,948 20	168,896	33,765 20	137,694	27,578 80	137,950	25,590 00
69,077	17,815 40	123,015	24,603 00	232,786	46,557 20	310,880	62,178 00
519	153 60	110	33 00	1,668	560 40	745	223 50
154,485	46,345 50	255,170	76,551 00	255,047	76,514 10	256,751	77,025 30
37,310	11,193 00	44,487	12,746 10	157	47 10	98	29 40
9,219	663 60	815	244 50	129	38 70	5,956	1,786 80
947	284 10	479	143 70	979	83 70	659	197 70
1,688	504 60	337	107 10	275	81 90	630	189 00
10,016	3,004 80	17,406	5,221 80	10,788	3,226 40	8,998	2,999 40
54,983	16,494 90	67,973	26,791 90	62,488	18,746 40	43,622	13,086 60
126,430	15,364 00	123,629	24,725 80	112,164	22,632 80	125,225	25,165 00
39,782	11,824 60	98,478	7,931 40	34,049	10,219 60	26,654	7,926 20
110,139	33,041 70	151,434	45,420 20	51,367	24,410 10	119,746	35,923 80
7,675	1,525 00	12,562	2,519 40	12,797	2,559 40	11,755	2,325 00
74	7 40	5	50	60	6 00	.....	.....
2,097	202 70	2,318	231 60	1,906	190 60	.....	.....
241,755	34,175 50	384,583	38,458 30	423,630	42,963 00	549,916	54,991 60
115,486	11,519 60	95,468	9,546 00	103,779	10,937 90	146,038	14,603 80
4,328	432 80	1,530	1,543 00	26,714	2,671 40	22,328	2,232 80
2,861	572 20	668	133 60	26	5 20	3,597	719 40
38,244	7,648 80	24,308	4,861 60	32,660	6,532 00	28,267	5,853 40
21,281	4,256 90	58,592	11,716 40	226,711	57,342 20	1,052,120	210,424 00
863,201	172,640 20	1,022,406	204,481 20	692,051	138,410 20	430,666	87,333 20
47,282	9,456 60	24,853	4,970 60	34,602	6,921 80	16,529	3,304 00
46,560	13,968 00	41,909	12,572 70	7,514	2,254 20	39,760	11,928 00
16,294	4,297 20	28,553	8,655 90	35,087	10,526 10	53,942	16,192 60
11,847	4,554 10	17,277	5,183 10	25,219	7,593 70	37,603	11,280 90
15,981	4,794 30	8,097	2,429 10	287	86 10	67	659
788,067	228,420 10	1,314,709	384,411 80	1,308,490	392,547 00	1,368,997	410,699 10
238,732	77,619 60	274,678	89,493 40	205,183	61,554 90	286,046	85,813 80
2,601,303	780,417 00	3,340,622	1,002,186 60	3,444,035	1,033,228 50	3,173,884	952,165 90
229,736	71,920 80	229,940	68,772 00	311,225	93,478 50	336,520	100,956 00
48,480	14,544 00	50,434	15,130 20	58,832	17,649 60	58,786	17,518 80
32,205	9,621 50	25,555	7,666 50	16,460	4,938 00	21,375	6,412 50
79	21 60	5,996	1,785 80	449	134 70	.....	.....
26,691	7,007 30	6,923	2,076 90	1,692	498 60	23,127	6,938 10
6,924	2,077 20	50,604	15,181 20	19,432	5,820 50	23,583	7,074 90
90,751	18,150 90	116,243	22,949 60	102,910	21,962 00	104,840	31,452 00
155,981	46,584 30	209,468	62,840 40	206,520	61,956 00	221,224	66,367 20
148,377	14,837 50	229,674	22,667 40	229,891	22,989 10	562,737	56,273 70
607,506	80,750 60	657,127	66,712 70	73,969	73,596 00	1,064,300	106,430 00
44,308	8,861 30	67,533	13,508 60	68,033	17,607 00	92,351	18,470 20
5,694	1,509 20	12,658	3,797 40	10,673	3,021 90	1,690	486 00
8,393	2,517 90	19,150	5,645 00	17,115	5,131 50	12,512	3,753 60
34,199	10,920 70	30,122	9,036 60	39,815	11,974 50	41,594	12,478 80
46,875	18,510 00	60,464	24,185 60	32,627	33,078 80	56,328	22,531 20
273,507	89,022 10	312,516	94,754 80	329,433	101,229 90	380,691	114,267 30
245,537	49,107 40	428,931	85,780 20	435,563	87,112 60	462,818	92,563 60
182,563	54,694 90	246,179	73,833 70	222,152	84,645 60	412,566	123,729 80
478,112	25,905 60	610,785	30,529 25	373,340	18,667 00	341,443	17,072 25
173,041	51,912 30	131,181	30,354 20	136,833	41,035 90	178,321	53,496 30
602	180 60	1,034	307 20	66	19 80	150	45 08
9,419	1,419 85	19,309	2,896 34	20,676	3,101 40	13,798	2,069 70
28,104	8,431 20	22,155	6,946 50	23,088	9,926 40	121,214	36,284 20

## VALUE OF IMPORTS, AND DUTIES THEREON,

Species of merchandise.	Rate of duty per cent.	1848.		1849.	
		Value.	Duty.	Value.	Duty.
Marble, unmanufactured .....	20	\$46,680	\$9,336 00	\$110,963	\$22,192 60
Quicksilver .....	20	3,060	612 00	26,974	5,394 80
Brushes and brooms .....	30	122,080	36,624 00	146,063	43,818 90
Black-lead pencils .....	30	26,958	8,087 40	33,187	9,956 10
Slates, of all kinds .....	25	216,497	54,124 25	152,030	38,007 50
Raw hides and skins .....	5	4,262,069	213,103 45	2,507,300	125,365 00
Boots and bootees, of silk or satin .....	30	128	38 40	100	30 00
of prunelle, lasting, &c. ....	30			4	1 20
Shoes and slippers, of silk or satin .....	30	436	130 80	305	91 50
of prunelle, lasting, &c. ....	30	101	30 30		
of India rubber. ....	30	70,922	21,276 60	52,335	15,700 50
Grass cloth .....	25	27,426	6,856 50	17,474	4,368 50
Gunny bags .....	20	292,138	58,427 60	270,700	54,140 00
Umbrellas, parasols, and sunshades, of silk .....	30	39,109	1,173 27	33,934	10,180 90
all others .....	30	286	85 80	1	30
Flax-seed or linseed .....	20	214,900	42,980 00	273,084	54,616 80
Angora, Thibet, or goat's hair, and other mohair .....	20	7,481	1,496 20	103	21 00
Wool, unmanufactured .....	30	857,634	257,110 20	1,177,347	353,204 10
Wines—					
Burgundy, in casks .....	40	1,716	686 40	4,866	1,946 40
Madeira, in casks .....	40	21,630	8,652 00	105,302	42,120 80
Sherry and St. Lucar, in casks .....	40	109,983	43,993 20	128,510	51,404 00
Port, in casks .....	40	170,134	68,053 60	272,700	109,080 00
Claret, in casks .....	40	221,416	88,566 40	263,836	105,534 40
Teneriffe, and other Canary .....	40	14,087	5,634 80	22,643	9,057 20
Fayal, and other Azores .....	40	5,816	2,326 40	5,108	2,043 20
Sicily, and other Mediterranean .....	40	67,364	26,945 60	32,231	12,892 40
Austria, and other of Germany .....	40	1,998	799 20	2,832	1,132 80
Red wines, not enumerated .....	40	180,928	72,371 20	221,177	88,470 80
White wines, not enumerated .....	40	193,358	77,343 20	210,120	84,053 60
Burgundy, in bottles and cases, &c. ....	40	2,112	844 80	8,094	3,237 60
Bottles .....	30	69	20 70	90	27 00
Champagne .....	40	282,119	112,847 60	432,545	173,018 00
Bottles .....	30	6,137	1,841 10	6,963	2,088 90
Madeira .....	40	1,691	756 40	747	298 80
Bottles .....	30	25	7 50	12	3 60
Sherry, and St. Lucar .....	40	1,281	512 40	776	310 40
Bottles .....	30	98	29 40	27	8 10
Port .....	40	4,118	1,647 20	1,228	491 20
Bottles .....	30	23	6 90	53	15 90
Claret .....	40	88,441	35,376 40	57,698	22,079 20
Bottles .....	30	21,197	6,359 10	10,928	3,281 40
All other .....	40	35,537	14,214 80	29,842	11,936 80
Bottles .....	30	2,531	759 30	2,800	840 00
Spirits—					
Brandy .....	100	1,135,089	1,135,089 00	1,347,514	1,347,514 00
From grain .....	100	327,493	327,493 00	327,857	327,857 00
From other materials .....	100	75,943	75,943 00	145,784	145,784 00
Cordials .....	100	24,647	24,647 00	25,328	25,328 00
Beer, ale, and porter, in casks .....	30	32,463	9,738 90	16,110	4,833 00
in bottles .....	30	91,342	27,402 60	134,431	40,329 30
Vinegar .....	30	6,037	1,811 10	4,065	1,219 50
Molasses .....	30	3,435,703	1,030,710 90	2,778,174	833,452 20
Oil—					
Spermace, of foreign fishing .....	20			58	11 60
Whale, and other fish, of foreign fishing .....	20	16,863	3,372 60	12,864	2,572 80
Whalebone .....	20	36	7 20	20	4 00
Olive, in casks .....	30	63,788	19,136 40	55,787	16,736 10
Castor .....	20	557	111 40	3,544	716 80
Linseed .....	20	484,101	96,820 20	487,920	97,584 00
Rape seed .....	20	47	9 40	59	11 80
Neatsfoot .....	20	70	14 00		
Spirits of turpentine .....	20			1	20
Teas, from places other than that of production .....	20	8,368	1,673 60	22,863	5,972 80
Coffee, from places other than that of production .....	20	50,868	10,173 60	2,091	418 20
Cocoa .....	10	66,019	8,601 90	123,946	12,394 60
Chocolate .....	20	1,058	211 60	1,453	290 60
Sugar—					
Brown, raw .....	30	8,963,654	2,689,096 20	7,792,616	2,338,084 80
White, clayed or powdered .....	30	347,052	104,115 60	321,906	96,561 80
Loaf and other refined .....	30	169,111	50,733 30	34,078	10,222 40
Candy .....	30	889	266 70	461	138 30
Sirup of sugar-cane .....	30	885	265 50	378	113 40
Fruits—					
Almonds .....	40	190,221	76,116 40	152,979	61,191 60
Currants .....	40	111,171	44,468 40	99,576	39,830 40
Prunes and plums .....	40	28,322	10,528 80	48,719	19,487 60
Figs .....	40	96,203	38,481 20	62,410	24,964 00

Continued.

DURING THE YEARS ENDING JUNE 30—

1850.		1851.		1852.		1853.	
Value.	Duty.	Value.	Duty.	Value.	Duty.	Value.	Duty.
\$126,755	\$23,351 00	\$104,509	\$30,901 80	\$157,692	\$31,520 40	\$176,990	\$35,338 00
81,572	16,314 40	62,767	12,553 40	93,028	18,605 60	17,459	3,491 80
131,329	39,398 70	176,413	46,927 90	143,122	42,336 60	199,780	59,934 00
73,544	10,063 20	62,852	18,885 60	49,233	14,787 90	65,554	19,666 00
131,883	31,720 75	151,420	37,855 00	156,453	39,113 25	109,352	27,338 00
4,769,031	929,951 55	5,964,638	198,241 20	4,823,119	241,155 35	5,919,391	295,969 55
.....	.....	.....	.....	.....	.....	.....	.....
177	53 10	.....	.....	.....	.....	1,162	348 60
240	72 00	.....	.....	.....	.....	1,034	310 20
.....	.....	140	42 00	.....	.....	.....	.....
49,495	14,848 50	23,161	6,946 30	3,766	1,129 80	12,901	3,870 30
3,151	787 75	12,687	3,171 75	39,173	7,293 25	28,641	7,160 25
296,426	57,295 90	188,137	37,627 40	260,619	52,123 80	231,523	46,304 60
29,513	11,853 90	52,447	15,731 10	61,694	18,568 20	57,138	17,141 40
250	75 00	156	46 80	1,697	569 10	1,231	369 30
324,811	64,962 20	430,017	86,003 40	589,749	117,949 60	633,365	126,679 00
8,609	1,737 80	14,317	2,863 40	605	161 00	8,688	1,777 60
1,681,691	504,507 30	3,633,157	1,142,947 10	1,930,711	579,213 30	2,669,816	800,915 40
.....	.....	.....	.....	.....	.....	.....	.....
15,573	6,229 20	1,355	542 00	5,960	2,384 00	12,409	4,993 60
150,066	60,058 40	116,008	46,403 20	103,917	41,566 80	105,628	42,251 20
118,022	47,550 60	154,668	61,667 20	97,680	39,072 00	155,819	62,327 60
305,454	122,161 60	319,649	139,039 60	940,238	96,095 20	266,005	106,402 00
267,445	106,978 00	280,333	112,133 20	405,380	162,152 00	482,827	193,130 00
62,665	21,066 00	15,542	6,216 80	20,230	8,092 00	14,751	5,900 40
4,525	1,810 00	2,988	1,185 20	1,526	610 40	5,982	2,392 80
94,933	9,973 20	98,975	39,590 00	22,563	9,025 20	45,794	18,317 60
3,073	1,589 20	4,519	1,807 60	10,499	4,199 60	6,406	2,562 40
965,988	106,395 20	236,727	94,690 80	229,350	91,748 00	377,492	150,992 80
215,333	86,141 20	209,847	83,938 40	195,879	78,348 00	305,287	122,114 80
13,499	5,371 60	2,389	955 60	1,633	733 20	2,030	812 00
1,694	487 20	4,43	19 00	15	4 50	52	15 60
429,778	171,911 20	649,433	259,773 20	615,676	246,270 40	676,182	350,472 80
2,632	789 60	5,675	1,792 50	4,500	1,530 00	4,530	1,339 00
4,342	1,738 80	2,030	814 40	31,838	12,735 20	6,142	2,456 80
33	9 90	28	8 40	1	30	51	15 30
2,582	1,032 80	4,844	1,937 60	14,359	5,743 60	15,867	6,346 80
104	31 20	177	53 10	56	16 80	36	10 80
5,701	2,280 40	8,143	3,257 20	6,379	2,548 80	8,994	3,597 60
169	56 70	58	17 40	49	14 70	115	34 50
92,530	37,012 00	92,775	39,910 00	95,764	38,305 60	132,664	53,065 60
19,730	5,937 00	16,331	4,699 30	17,595	5,272 50	25,228	7,568 70
65,001	26,000 40	96,640	38,656 00	77,901	30,920 40	140,660	56,344 00
3,230	969 00	2,896	868 80	4,658	1,397 40	4,489	1,346 70
.....	.....	.....	.....	.....	.....	.....	.....
2,639,637	2,639,537 00	2,128,679	2,128,679 00	1,792,968	1,792,968 00	3,251,408	3,251,408 00
361,078	361,078 00	364,204	364,204 00	294,346	294,346 00	424,638	424,638 00
113,779	113,779 00	100,650	100,650 00	99,029	99,029 00	106,501	106,501 00
32,447	32,447 00	34,127	34,127 00	34,099	34,099 00	45,251	45,251 00
63,921	19,176 30	41,046	12,313 80	8,841	2,652 30	26,839	8,079 90
112,391	33,714 30	200,848	60,254 40	248,309	74,579 70	338,559	101,567 70
6,167	1,830 10	5,801	1,740 30	9,164	2,749 20	6,975	2,092 50
2,890,185	867,055 50	3,797,581	1,112,974 30	3,595,127	1,078,538 10	3,684,868	1,103,466 40
.....	.....	.....	.....	.....	.....	.....	.....
18,480	3,698 60	1,281	256 20	3,847	769 40	955,781	51,156 20
18	3 60	1,033	206 60	1	20	696	139 20
60,227	18,068 10	106,689	32,066 70	41,058	12,317 40	139,770	41,931 00
12,621	2,624 20	5,047	3,069 40	5,019	1,003 80	32,104	6,420 80
848,672	169,734 40	1,632,611	326,562 20	779,054	155,810 00	1,045,897	209,179 40
124	24 80	1,618	323 60	6,400	1,280 00	143,875	28,775 00
1,877	255 40	11,149	2,229 80	11,639	2,737 60	14,333	2,866 60
56	11 20	40	8 00	.....	.....	23	4 60
170,859	26,171 60	112,948	22,669 60	194,759	24,951 80	38,636	7,727 20
19,725	3,951 80	5,121	1,024 30	15,975	3,195 00	20,032	4,006 40
106,501	10,650 10	126,153	12,615 30	62,076	6,207 60	167,865	16,789 50
691	178 20	1,207	241 40	910	122 00	2,210	442 00
.....	.....	.....	.....	.....	.....	.....	.....
6,659,543	1,997,863 90	12,882,274	3,864,682 30	14,430,734	4,329,920 30	14,679,766	4,391,922 80
846,839	254,081 70	235,772	70,719 60	229,032	71,709 60	224,700	88,410 00
48,664	14,589 20	722,420	217,026 00	43,081	12,024 30	53,310	15,993 00
2,851	685 30	4,409	1,340 70	5,511	1,653 30	5,172	1,551 60
457	137 10	45	13 50	1	30	55	16 50
.....	.....	.....	.....	.....	.....	.....	.....
155,655	62,202 00	223,305	93,322 00	190,700	48,280 00	304,854	121,961 60
66,426	26,570 40	135,679	53,548 00	143,343	57,337 20	40,237	16,237 20
27,989	9,595 60	81,773	22,709 20	85,181	38,072 40	113,769	45,807 60
128,367	51,346 80	125,559	54,323 60	94,042	37,617 20	124,713	49,885 20

## VALUE OF IMPORTS, AND DUTIES THEREON,

Species of merchandise.	Rate of duty per cent.	1848.		1849.	
		Value.	Duty.	Value.	Duty.
<b>Fruits—</b>					
Dates .....	40	\$14,046	\$5,618 40	\$7,112	\$2,844 80
Raisins .....	40	582,549	233,016 00	622,903	249,162 00
Nuts, all except drying .....	30	137,758	41,327 40	71,331	21,399 30
<b>Spices—</b>					
Mace .....	40	15,367	6,146 80	22,090	8,836 00
Nutmegs .....	40	205,705	82,282 00	219,349	87,739 60
Cinnamon .....	30	13,790	4,137 00	8,593	2,577 90
Cloves .....	40	45,537	18,214 80	56,594	22,637 60
Pepper, black .....	30	98,674	29,602 20	65,253	19,575 00
red .....	30	45,766	13,729 80	11,576	3,463 80
Pimento, or allspice .....	40	130,440	52,178 00	191,197	76,478 80
Cassia .....	40	83,717	33,486 80	74,108	29,679 20
Ginger, ground .....	30				
in root .....	40	74,222	29,700 80	73,108	29,279 20
Camphor, crude .....	25	52,324	13,076 00	39,817	9,954 25
refined .....	40	159	63 60	16	6 40
<b>Candles—</b>					
Wax and spermaceti .....	20	527	105 40	1,243	249 00
Tallow .....	20	10	2 00	31	6 20
Stearine .....	20				
<b>Cheese .....</b>	30	14,843	4,452 90	22,823	6,848 50
<b>Soap .....</b>	30	67,162	20,148 60	74,370	22,311 00
Tallow .....	10	2,021	202 10	1,823	182 30
Starch .....	20	201	160 80	1,620	323 80
Pearl barley .....	20	202	40 40	508	119 60
Butter .....	20	9,179	1,835 80	29,804	5,960 80
Lard .....	20	715	143 00	14	2 80
Beef and pork .....	20	2,688	537 60	1,515	303 00
Hams and other bacon .....	20	2,769	553 80	2,288	453 60
Bristles .....	5	175,025	8,751 25	88,365	4,417 25
Saltpetre, crude .....	5	563,744	28,187 20	436,250	21,812 50
refined, or partly refined .....	10	671	67 10	25,815	2,581 50
Indigo .....	10	961,849	96,184 90	805,863	80,586 30
Wood or pastel .....	10	1,774	177 40	3,126	312 60
Ivory and bone-black .....	20	1,689	337 80	1,481	296 20
Opium .....	20	129,279	25,855 80	190,216	38,043 20
Glue .....	20	8,566	1,713 20	12,543	2,508 60
Gunpowder .....	20	583	116 60	43	8 60
Alum .....	20	2,494	498 80	2,004	400 80
Copperas .....	20	4,993	998 60	10,131	2,026 20
Sulphate of guinine .....	20	43,003	8,600 60	7,069	1,413 80
Vitriol, blue or roman .....	20			9,622	1,924 40
oil of .....	10	18	3 60	61	12 20
Chloride of lime, or bleaching powder .....	10	133,058	13,305 80	78,092	7,809 20
Soda-ash, or barilla .....	10	575,024	57,502 40	637,965	63,796 50
Sulphate of barytes .....	20	3,276	655 20	5,983	1,196 60
<b>Tobacco—</b>					
Unmanufactured .....	30	415,727	124,718 10	276,674	83,002 20
Snuff .....	40	320	128 00	328	131 20
Cigars .....	40	1,360,468	544,187 20	1,439,765	575,906 00
Other than snuff and cigars .....	40	1,721	688 40	3,500	1,403 60
<b>Paints—</b>					
Dry ochre .....	30	29,299	8,789 70	33,725	10,117 50
Ochre in oil .....	30	531	99 30	4,131	1,239 30
Red and white lead .....	20	15,228	3,045 60	18,702	3,740 40
Whiting and Paris white .....	20	3,383	676 60	2,722	544 40
Litharge .....	20	105	21 00	949	190 80
Sugar of lead .....	20	2,031	406 20	858	171 60
Cordage, tarred and cables .....	25	222,904	55,726 00	129,120	32,280 00
untarred .....	25	15,822	3,955 50	17,290	4,322 50
Twine and pack-thread .....	30	41,555	12,479 50	34,378	10,313 40
Seines .....	30	502	150 60	182	54 60
<b>Hemp—</b>					
Unmanufactured .....	30	187,905	56,371 50	491,633	147,489 90
Manilla, sun, and other hems of India, &c. .....	25	342,445	85,611 25	190,634	47,658 50
Jute, Sisal grass, coir, &c. .....	25	379,359	94,834 75	356,406	89,101 50
Codilla, or tow of hemp or flax .....	15	1,512	226 80	156,498	23,474 70
Flax, unmanufactured .....	15	102,261	15,339 15	127,859	19,178 85
Rags of all kinds .....	5	626,607	31,330 35	524,755	26,237 75
Salt .....	20	1,042,502	208,500 40	1,438,981	287,796 20
Coal .....	30	461,140	138,342 00	409,222	122,784 60
Coke, or culm .....	30	29	8 70		
<b>Breadstuffs—</b>					
Wheat .....	20	194,415	38,883 00	20,382	4,076 40
Barley .....	20	1,809	361 80	1,641	328 20
Rye .....	20	33	7 20	162	32 40

Continued.

DURING THE YEARS ENDING JUNE 30—

1850.		1851.		1852.		1853.	
Value.	Duty.	Value.	Duty.	Value.	Duty.	Value.	Duty.
89,141	\$3,856 40	\$4,300	\$1,757 20	\$13,978	\$5,589 60	\$14,792	\$5,916 80
700,977	\$20,300 80	\$79,591	\$31,836 40	\$23,628	\$62,451 20	\$66,034	\$28,413 60
106,818	\$2,045 40	\$28,260	\$8,488 80	77,113	\$21,133 90	\$44,661	\$13,458 30
8,382	3,332 80	6,754	2,703 20	23,005	9,598 00	6,094	2,437 60
224,453	\$1,554 00	\$48,972	\$9,590 00	\$45,949	\$138,379 60	\$82,059	\$35,223 60
8,399	2,819 70	14,083	4,224 90	8,464	2,539 90	10,085	3,025 50
45,029	\$8,251 60	\$8,796	\$5,518 40	61,631	\$24,652 40	47,835	\$19,134 00
97,528	\$2,954 40	\$12,722	\$7,816 60	\$203,605	\$61,051 60	\$181,694	\$54,508 20
1,651	485 30	4,899	1,469 70	3,278	983 70	45,475	\$13,642 50
139,782	\$5,912 80	\$103,796	\$41,518 40	\$178,607	\$71,442 80	\$185,012	\$74,004 80
108,477	\$43,700 80	\$102,834	\$41,133 60	\$244,179	\$97,671 60	\$178,190	\$71,276 00
33,661	\$10,098 30	\$39,887	\$11,906 10	1,070	261 00	717	215 10
32,654	\$13,143 90	\$27,900	\$11,160 00	81,423	\$32,495 60	60,163	\$24,065 20
25,044	\$6,961 00	\$7,258	\$6,814 50	\$25,054	\$5,513 50	\$14,341	\$3,585 25
200	80 00	2,029	611 60	56	22 40	316	136 40
1,570	314 00	16,915	3,943 00	9,015	403 00	6,204	1,240 80
358	71 60	7,531	1,506 90	285	56 60	3,017	603 40
32,529	9,787 70	\$4,652	\$16,455 60	10,870	\$2,174 00	4,414	882 80
97,372	\$9,811 60	\$32,616	\$16,784 80	44,859	\$13,457 70	70,528	\$21,158 40
5,721	672 10	12,306	\$1,320 60	51,502	\$15,450 60	80,424	\$24,127 80
1,783	356 60	3,360	672 00	1,320	132 00	64,114	\$6,411 40
1,221	244 90	13,382	2,676 40	4,477	895 40	30,192	\$6,038 40
53,328	\$10,665 60	\$7,536	\$7,507 20	79,883	\$15,976 60	330,336	\$66,065 20
2	40	131	96 20	5,987	1,197 40	916	189 20
7,503	1,500 60	1,667	333 40	31,778	\$6,355 60	26,766	\$5,353 20
9,281	1,676 90	13,456	\$2,691 20	13,358	\$2,671 60	7,455	1,491 00
152,702	\$7,635 10	\$44,684	\$12,324 70	313,130	\$15,656 50	253,731	\$12,686 55
712,915	\$35,645 75	\$592,727	\$29,638 85	1,066,279	\$53,313 95	\$643,037	\$32,151 85
697	82 70	1,065	106 50	18,957	1,695 70	767	76 70
903,031	\$90,303 10	\$675,087	\$67,508 70	\$47,367	\$94,736 70	1,282,267	\$128,236 70
3,070	307 00	1,429	142 90	1,108	110 80	2,099	209 90
9,752	550 40	241	48 20	.....	.....	287	57 40
261,605	\$72,521 00	\$4,615	\$18,963 00	128,635	\$25,739 00	316,643	\$63,328 60
15,006	\$3,181 20	\$28,393	\$5,678 60	17,791	\$3,552 40	10,852	\$2,190 40
9,159	431 80	2,774	554 60	2,692	538 40	2,690	538 00
7,656	1,531 20	16,622	\$3,364 40	5,919	\$1,043 80	5,706	\$1,141 20
4,022	804 40	909	193 80	162	32 40	1,635	327 00
6,487	1,227 40	48,429	\$9,696 40	97,343	\$5,468 60	203,274	\$40,654 80
16,500	\$3,300 00	11,081	\$2,306 20	2,956	\$91 20	5,873	\$1,174 60
.....	.....	149	29 80	209	41 80	111	22 20
175,628	\$17,562 80	\$161,676	\$16,167 60	165,640	\$16,584 00	\$161,668	\$16,166 80
714,718	\$71,471 80	\$67,838	\$6,783 80	\$68,619	\$6,681 90	\$485,443	\$48,544 30
15,309	\$3,061 80	16,179	\$3,235 80	10,125	\$2,025 00	14,417	\$2,883 40
272,438	\$1,731 40	\$55,698	\$166,682 40	\$67,315	\$176,218 50	\$35,803	\$256,740 00
131	52 40	353	141 20	883	357 80	2,553	\$1,021 20
1,468,097	\$587,638 80	\$2,520,812	\$1,008,324 80	2,985,107	\$1,194,042 80	3,311,935	\$1,394,774 00
6,675	\$2,670 00	\$12,550	\$5,020 00	5,469	\$2,187 60	4,947	\$1,978 80
19,428	3,728 40	19,015	5,704 50	15,838	4,751 40	26,708	\$8,012 40
1,328	389 40	.....	.....	.....	.....	7,150	\$2,145 00
43,756	\$8,751 90	\$22,631	\$10,526 20	43,365	\$8,673 00	69,058	\$13,811 60
19,060	\$3,812 00	\$22,432	\$4,484 60	14,072	\$2,814 40	6,230	\$1,246 00
90	18 00	365	73 00	394	78 80	436	87 20
18,997	\$3,779 40	\$53,817	\$10,763 40	\$24,888	\$4,977 60	35,204	\$7,040 80
139,751	\$24,937 75	\$41,173	\$10,293 25	82,967	\$20,741 75	82,139	\$20,534 75
117,626	\$29,408 50	\$172,612	\$43,153 00	\$129,450	\$30,812 50	\$39,521	\$9,860 25
63,106	\$18,631 60	\$50,282	\$15,084 60	45,014	\$13,504 20	58,546	\$17,665 80
590	177 00	299	89 70	742	223 60	404	121 20
579,814	\$173,944 20	\$223,984	\$67,185 20	164,588	\$49,376 40	329,122	\$98,736 60
639,362	\$164,840 50	\$508,709	\$137,177 25	\$42,422	\$235,605 50	1,591,791	\$397,947 75
192,816	\$48,204 00	\$201,316	\$50,325 00	180,099	\$45,034 75	98,541	\$24,625 25
32,421	\$4,863 15	15,887	\$2,383 05	35,717	\$5,357 55	16,931	\$2,539 65
128,917	\$19,337 55	\$176,197	\$46,420 55	\$175,342	\$26,391 30	\$135,684	\$20,352 60
748,707	\$37,435 35	\$903,747	\$45,187 35	626,799	\$31,339 95	982,837	\$49,141 65
1,237,186	\$247,437 80	\$1,047,890	\$209,578 00	1,112,137	\$232,437 40	1,058,432	\$211,886 40
378,817	\$113,645 10	\$479,755	\$143,935 50	406,841	\$122,039 30	490,010	\$147,003 00
.....	.....	205	61 50	.....	.....	16	4 80
907,922	\$181,584 40	\$609,661	\$121,906 20	558,958	\$111,791 60	\$921,815	\$164,363 00
7,734	\$1,546 80	\$3,653	\$10,730 60	60,721	\$10,144 20	39,764	\$7,952 80
10,309	\$2,061 80	\$23,158	\$4,631 60	9,567	\$1,913 40	1,825	\$305 00

## VALUE OF IMPORTS, AND DUTIES THEREON,

Species of merchandise.	Rate of duty per cent.	1843.		1849.	
		Value.	Duty.	Value.	Duty.
<b>Breadstuffs—</b>					
Oats.....	20	\$1,638	\$367 60	\$27,067	\$5,413 40
Wheat flour.....	20	163,424	32,684 80	76,972	15,394 40
Rye meal.....	20				
Oat meal.....	20	1,363	272 60	1,315	263 00
Potatoes.....	30	14,335	4,315 50	20,602	6,180 60
<b>Fish—</b>					
Dried or smoked.....	20	127,799	25,559 80	43,709	8,741 80
Salmon, pickled.....	20	80,944	16,188 80	81,200	16,240 00
Mackerel.....	20	535,128	107,025 60	465,246	93,049 20
Herrings and shad.....	20	24,566	4,911 20	29,761	5,952 20
All other.....	20	47,208	9,441 60	13,697	2,739 40
<b>Merchandise not enumerated, at 5 per cent.</b>		2,072,111	103,605 55	1,702,019	85,100 95
at 10.....		1,313,634	131,363 40	1,030,171	103,017 10
at 15.....		563,374	84,506 10	246,078	36,911 70
at 20.....		2,971,149	594,229 80	2,493,632	498,726 40
at 25.....		137,823	34,455 75	155,030	38,757 50
at 30.....		1,633,027	509,907 10	1,641,737	492,501 10
at 40.....		180,947	72,378 80	141,741	56,696 40
<b>Value paying duty.....</b>		132,932,315	33,389,876 20	125,479,774	32,245,016 45
<b>Free of duty.....</b>		22,716,603		21,377,665	
<b>Total.....</b>		154,998,928		147,857,439	

TREASURY DEPARTMENT,  
Register's Office, November 2, 1853.



Continued.

DURING THE YEARS ENDING JUNE 30—

1850.		1851.		1852.		1853.	
Value.	Duty.	Value.	Duty.	Value.	Duty.	Value.	Duty.
\$113,036	\$22,607 20	\$153,448	\$32,689 60	\$113,798	\$22,759 60	\$174,658	\$34,931 60
1,191,469	238,493 80	1,008,929	201,785 80	1,010,540	202,108 00	974,736	194,947 20
1,534	306 80	486	97 20	.....	.....	.....	.....
11,730	2,346 00	6,478	1,295 60	5,858	1,191 60	4,363	872 60
48,635	14,590 50	94,441	28,331 30	119,388	35,816 40	92,870	27,861 00
45,961	9,192 20	97,769	5,553 80	55,171	11,034 20	214,116	42,822 20
85,447	17,069 40	85,705	17,141 00	96,526	19,305 20	94,341	18,868 20
335,796	67,147 20	519,525	109,905 00	397,613	65,522 60	329,213	65,846 60
37,037	7,407 40	54,449	10,689 80	73,584	14,716 80	159,027	31,805 40
38,451	7,690 20	64,022	12,804 40	65,993	13,198 60	90,143	18,028 60
2,449,996	122,499 80	2,475,144	123,757 20	2,214,145	110,707 25	2,768,682	138,444 10
1,168,869	116,883 90	1,769,258	178,925 80	1,670,073	167,007 30	2,510,318	251,031 80
750,767	112,615 05	1,302,505	195,375 75	618,984	122,647 60	784,289	117,643 35
4,047,558	809,519 60	4,513,158	902,631 60	4,385,637	877,167 40	6,231,056	1,246,811 20
175,037	43,759 25	160,039	40,009 75	229,401	74,850 25	229,145	57,286 25
2,020,556	607,966 80	2,619,195	765,758 50	2,452,730	735,819 00	2,938,749	681,624 70
227,171	90,468 40	390,125	126,050 00	294,312	117,724 80	363,311	145,324 40
155,427,106	39,874,104 85	191,118,345	48,715,026 60	178,603,921	45,628,151 50	236,595,113	60,964,929 15
22,710,322	.....	25,106,587	.....	29,692,934	.....	31,383,534	.....
178,138,318	.....	216,234,902	.....	208,296,855	.....	267,978,647	.....

F. BIGGER, Register.

## I.

*Articles to be made free.*

Acids, benzoic, boracic, citric, and tartaric;  
 Aloes,  
 Alum,  
 Amber,  
 Ambergris,  
 Alcornoque,  
 Annatto, rancon, or Orleans;  
 Angora, Thibet, and other goat's hair, or mohair, unmanufactured;  
 Animals, living;  
 Aniseed,  
 Antimony, crude, and regulus of;  
 Argol, or crude tartar;  
 Arrow-root,  
 Arsenic,  
 Assafœtida,  
 Animal carbon, and all substances used exclusively for manures.

Bannanas,  
 Barks used for medicines, dying, tanning, or other purposes;  
 Barytes, sulphate of;  
 Barilla, or soda ash;  
 Bells, when old, and bell metal fit only to be remanufactured.  
 Berries, nuts and vegetables, used exclusively in dying or in composing dyes; but no article shall be classed as such, that has undergone any manufacture;  
 Berries, flowers, and barks;  
 Bismuth,  
 Bitter apples,  
 Bleaching powder, or chloride of lime;  
 Blue or Roman vitriol, or sulphate of copper;  
 Bolting cloths,  
 Borax,  
 Boucha leaves,  
 Books, magazines, pamphlets, periodicals, and illustrated newspapers, bound or unbound, being editions printed prior to the year 1830;  
 Brass in bars, pigs, plates or sheets;  
 Brass, when old and fit only to be remanufactured;  
 Brazil paste,  
 Brazil wood, Brazilletto, and all other dyewoods in sticks;  
 Breccia,  
 Brimstone, unrefined or in rolls;  
 Bronze liquor,  
 Bronze powder,  
 Burgundy pitch,  
 Burrstones, wrought or unwrought.

Cadmium,  
 Calamine,  
 Calomel, and other mercurial preparations;  
 Cameos and mosaics, and imitations thereof, not set;  
 Camphor, crude;  
 Cantharides,  
 Cassia buds,  
 Castorum,  
 Chalk,  
 Chronometers, box or ship, and parts thereof;  
 Clay, wrought or unwrought;  
 Cobalt,  
 Cochineal,  
 Cocoa and cocoa shells,  
 Cocoanuts,  
 Codilla, or hemp of tow or flax;  
 Coffee, from whatever country imported;  
 Copper in pigs, bars, plates or sheets;  
 Copper, when old and fit only to be remanufactured;  
 Copper for sheating of vessels,  
 Copperas, or green vitriol or sulphate of iron;  
 Cork-tree bark, unmanufactured;  
 Cream of tartar,  
 Cubebs,  
 Cudbear.

Diamonds, glaziers', set or not set;  
 Diamonds, gems, pearls, rubies, and other precious stones, and imitations thereof, compositions of glass, paste, &c., set or not set;  
 Dragon's blood,  
 Dried pulp.

Earthen and stone ware,  
 Emery in lump, not pulverized;  
 Engravings, etchings or plates, bound or unbound;  
 Extract of indigo,  
 Extract and decoctions of logwood and other dyewoods;  
 Extract of madder.

Flaxseed,  
 Flints,  
 Fruit, green, ripe, dried, preserved or pickled;  
 Fuller's earth,  
 Furs, dressed or undressed, when on the skin;  
 Furs, hatters', dressed or undressed, not on the skin

Gamboge,  
 Ginger, green, ripe, or preserved  
 Gold beater's skin,  
 Gold and silver leaf,  
 Green turtle,  
 Gum Arabic,

Gum, Barbary;  
 Gum, East India;  
 Gum Jedda,  
 Gum Senegal,  
 Gum substitute, or burnt starch;  
 Gum tragacanth,  
 Gutta percha, unmanufactured.

Hair of all kinds, uncleaned and unmanufactured;  
 Horns, horn-tips, bones, bone-tips, and teeth, unmanufactured

India rubber in bottles, slabs, or sheets unmanufactured;  
 India rubber, milk of;  
 Indigo,  
 Ipecacuanha,  
 Iridium,  
 Iris, or orris root;  
 Ivory, unmanufactured;  
 Ivory nuts, or vegetable ivory.

Jalap.

Kelp,  
 Kermes.

Lac-dye,  
 Lac spirits,  
 Lastings suitable for shoes, slippers, boots, bootees, or buttons, exclusively;  
 Leeches,  
 Lemons,  
 Lemon-juice,  
 Limes,  
 Lime-juice,  
 Linens, bleached and unbleached;  
 Linseed,  
 Liquorice root,  
 Litharge.

Madder, ground, and madder root;  
 Manganese,  
 Manna,  
 Manufactures of mohair cloth, silk twist, or other manufactures of cloth,  
 suitable for manufacture of shoes, slippers, boots, bootees, or buttons,  
 exclusively;  
 Maps and charts,  
 Marble in the rough, slab or block, unmanufactured;  
 Marble, manufactures of;  
 Marine coral, unmanufactured;  
 Medicinal roots, leaves, gums, and resins, in a crude state;  
 Mineral blue,  
 Moss, and other vegetable substances used for mattresses;  
 Music and music paper, with lines, bound or unbound.

Natron,  
Nickel,  
Nut galls,  
Nux vomica.

Ochres and ochrey earths used in the composition of painters' colors,  
whether dry or ground in oil;  
Oils, palm, cocoanut, and olive; olive when pure, and not otherwise;  
Opium,  
Oranges,  
Orange and lemon peel,  
Orpiment,  
Osier or willow for basket-makers' use, prepared or unprepared.

Palm leaf, unmanufactured;  
Paving stones, paving and roofing tiles, and bricks;  
Patent mordant,  
Pearls, set or not set, and mother-o'-pearl;  
Pewter, when old, and fit only to be remanufactured;  
Pineapples,  
Plantains,  
Polishing-stones,  
Pumice and pumice-stone.

Quicksilver.

Rags, of whatever material;  
Ratans and reeds, unmanufactured;  
Rhubarb,  
Rotten-stone,  
Red and white lead.

Safflower,  
Saffron and saffron cake,  
Sago,  
Sal ammoniac,  
Salt of all kinds,  
Salts, Epsom, Glauber, and Rochelle;  
Saltpetre, (or nitrate of soda or potash,) refined or crude;  
Sarsaparilla,  
Seedlac,  
Shaddocks,  
Sheathing paper,  
Shellac,  
Silk, raw, not more advanced in manufacture than singles, tram, or or-  
ganzine;  
Seeds, viz: hempseed, rapeseed, grass, mustard, clover, canary, carda-  
mum, cummin, caraway, coriander; and  
Seeds of all kinds used for agricultural, horticultural, medicinal, and  
manufacturing purposes;  
Slates and slate pencils,  
Smalts,  
Skins and hides, raw, of all kinds, whether dried, salted, or pickled;  
Spices of all kinds,

Sponges,  
 Spunk,  
 Squills,  
 Steel in bars, cast, shear, or German;  
 Sugar of lead,  
 Sumac,  
 Tallow, marrow, and all other grease, and soap stocks and soap stuffs;  
 Tapioca,  
 Tea, from whatever country imported;  
 Terne tin plates,  
 Terra japonica, or catechu;  
 Tin foil,  
 Tin in plates or sheets,  
 Tin plates galvanized,  
 Tin in pigs, bars, or blocks;  
 Tortoise and other shells, unmanufactured;  
 Tumeric,  
 Type metals, and old types fit only to be remanufactured.

Vanilla beans.

Watches, and parts of watches;  
 Watch materials of all kinds,  
 Waste, or shoddy;  
 Weld,  
 Whiting, or Paris white;  
 Wines of all kinds, except Champagne, imitations of wines, and adulterated wines;  
 Woad or pastel,  
 Woods, namely: cedar, lignumvitæ, ebony, box, granadilla, mahogany, rosewood and satinwood, and all cabinet woods, unmanufactured; and firewood;  
 Wool, costing less than ten cents per pound.

Yams.

Zinc, spelter, or teuteneque, in sheets or pigs.

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## K.

*Articles to pay one hundred per centum a valore.*

Brandy and other spirits distilled from grain or other material.  
 Cordials, absynthe, arrack, curacoa, kirschenwasser liqueurs, maraschino, ratafia, and all other spirituous beverages of a similar character.

## L.

*Articles admitted duty free into foreign ports.*

## ENGLAND.

- Agates or carnelians, not set, cut, or manufactured;
- “ not cut or manufactured;
- Albumen,
- Alganobilla seed,
- Alkali, not being barilla;
- Alkanet root,
- Almonds, bitter;
- Aloes,
- Alum roch,
- “ not roch;
- Amber, rough;
- “ manufactures of, not enumerated (except beads;)
- Ambergris,
- Amboyne wood,
- Angelica,
- Animals, (living) viz :
  - asses, goats, kids, oxen and bulls, cows, calves,
  - horses, mares, geldings, colts, foals, mules,
  - sheep, lambs, swine and hogs, pigs (sucking;)
- Annato, roll and flag;
- Antimony, viz : ore of, crude, regulus;
- Aquafortis,
- Argol,
- Aristolochia,
- Arsenic,
- Ashes, viz :
  - pearl and pot, soap, weed, wood not enumerated;
- Asphaltum, or bitumen judaicum.
- Bacon,
- Balsams, viz :
  - Canada, Copaiva, Peru, Riga, Tolu, balm of Gilead, and un-
  - enumerated balsam;
- Bandstring twist,
- Barilla,
- Bark for tanners' or dyers' use;
- “ Cascarilla, Peruvian, of other sorts;
- Barwood,
- Barytes, sulphate of (ground;)
- Basket rods, peeled, unpeeled;
- Bast ropes, twines, and strands;
- Beads and bugles, of glass;
- Beef, salted, fresh, or slightly salted;
- Beefwood,

- Berries, bay, juniper, yellow, myrobalane;  
     unenumerated, commonly made use of in chemical processes;  
     unenumerated, not commonly made use of in chemical processes;  
 Birds, viz : singing birds;  
 Blacking,  
 Blackwood,  
 Bladders,  
 Bones, (except whale fins,) whether burnt or not, or as animal charcoal;  
 Books, viz : being of editions printed prior to the year 1801, bound or  
     unbound;  
 Boracic acid,  
 Borax refined,  
 Borax or tincal, unrefined;  
 Bottles, of earth and stone;  
 Boxwood,  
 Bran,  
 Brass, powder of, old, fit only to be remanufactured;  
     “ wire,  
 Brazil wood,  
 Brazilletto wood,  
 Bricks or clinkers, Dutch, other sorts;  
 Brimstone, unrefined;  
     • “ refined in rolls;  
     “ “ in flour;  
 Bristles, rough and in the tufts, and not in any way sorted;  
     “ in any way sorted or arranged in colors, and not entirely rough,  
     and in the tufts;  
 Bronze, all works of art;  
     “ powder;  
 Brushes, paint;  
 Bullion and foreign coin of gold and silver,  
 Bullrushes,  
 Buttons of metal; other sorts.
- Cables, (not being iron cables) tarred or untarred, old and new;  
 Cameos, not set;  
 Camomile flowers,  
 Camphor, unrefined, refined;  
 Camwood,  
 Candlewick,  
 Cannella alba,  
 Canes, viz :  
     bamboo, ratans, not ground, reed canes;  
 Canes, or sticks, unenumerated;  
 Cantharides,  
 Caoutchouc,  
 Cardamoms,  
 Carmine,  
 Carriages, of all sorts;  
 Casks, empty;  
 Cassia, viz: buds;  
     fistula;



Castor,  
 Casts of busts, statues or figures;  
 Catlings,  
 Caviare,  
 Cedar wood,  
 Chalk, viz: unmanufactured, prepared or manufactured, and not otherwise enumerated;  
 Cherry wood,  
 Chicory, or any other vegetable matter applicable to the uses of chicory or coffee, from and after 1st October, 1854;  
 China root,  
 Chip or willow, for platting;  
 Cider,  
 Cinnabaris nativa,  
 Citrate of lime,  
 Citric acid,  
 Citron, preserved with salt;  
 Civet,  
 Coals, culm, or cinders;  
 Cobalt, ore of, oxide of;  
 Cochineal, granilla, dust;  
 Cochinella wood,  
 Coir rope, twine and strands,  
 Colocynth,  
 Columbo root,  
 Copper, ore of, regulus of, old;  
     fit only to be remanufactured,  
     unwrought, viz: in bricks or pigs, rose copper, and all cast copper;  
     part wrought, viz: bars, rods or ingots, hammered or raised;  
     in plates and copper coin,  
     wire,  
 Copperas, blue, green, white;  
 Coral, viz:  
     beads,  
     in fragments, whole, polished, unpolished;  
 Cordage, tarred or untarred;  
 Cork,  
 Corks, fishermen's;  
 Cowries,  
 Cotton, manufactures, viz:  
     East India piece goods, viz: calicoes and muslins, white, dyed or colored;  
     nankeens, not dyed or colored;  
     nankeens, dyed or colored;  
     handkerchiefs, dyed or colored;  
     manufactures, not being articles wholly or in part made up, not otherwise charged with duty;  
 Cotton yarn;  
 Cranberries,  
 Crayons,  
 Cream of tartar,

Crystal, viz: rough, cut or manufactured, (except beads;)  
 Cubebs,  
 Cucumbers, viz: preserved in salt;  
 Cutch.

Diamonds,  
 Divi Divi,  
 Down,  
 Drugs, not enumerated.

Ebony,  
 Elder-flower water,  
 Enamel,  
 Extract of chestnut bark or wood, quercitron bark, logwood, safflower  
 bark, or other vegetable substances to be used for tanning or other  
 manufacturing purposes.

Feathers, for beds, in beds or otherwise;  
     ostrich, undressed;  
     paddy-bird, undressed;  
     not otherwise enumerated, undressed;

Fish, viz:  
     anchovies, cod, caplin, (eels, ship loads;)  
         " small quantities;  
     herrings, lobsters, mackerel, oysters;  
     salmon, soles, sounds and tongues, turbot;  
     turtle, fresh, not otherwise enumerated;  
     cured, not otherwise enumerated;

Flax, dressed, rough or undressed;  
     tow and codilla of;

Flock, for paper strainers;

Flocks,

Flower roots,

Frames, for pictures, prints, drawings or mirrors;

Furniture woods, not particularly enumerated, except ash, beech, birch,  
     elm, oak, wainscot;

Fustic.

Gallic powder,

Galls,

Gamboge,

Garancine,

Garnets, cut, not set;  
     uncut;

Gauze, of thread;

Gelatine,

Gentian,

Ginseng,

Glass, viz:

any kind of window glass, white or stained, of one color only,  
 (except plate or rolled glass,) and shades and cylinders, from  
 and after 5th April, 1857;

**Glass, viz:**

plate glass, cast or rolled, of whatever thickness, whether silvered,  
 polished or rough;  
 painted,  
 white flint glass bottles, not cut, engraved or otherwise ornamented;  
 wine glasses, tumblers, and all other white flint-glass goods, not  
 cut, engraved or otherwise ornamented;  
 bottles of glass, covered with wicker (not being cut glass,) or of  
 green or common glass;  
 articles of green or common glass;  
 manufactures not otherwise enumerated or described, and old  
 broken glass, fit only to be remanufactured;

Glue, clippings or waste of any kind fit only for glue;

Gold, leaves of;

ore of, and ore of which the greater part in value is gold;

Grease,

Greaves, for dogs;  
 tallow;

Guano,

Gum, viz : animi, copal, arabic, senegal, lac dye, seedlac, shellac, stick-  
 lac, ammoniacum, asafoetida, euphorbium, guaiacum, kino, mastic,  
 tragacanth, unenumerated;

Gunpowder,

Gun stocks, in the rough;  
 of wood;

Gutta percha, unmanufactured;

Gypsum.

**Hair, viz :**

camel's hair or wool,  
 cow, ox, bull, or elk hair;  
 goat's hair or wool,  
 horse hair,  
 human,  
 unenumerated,

manufactures of hair or goat's wool, or of hair or goat's wool and  
 any other material, not particularly enumerated or otherwise  
 charged with duty;

Hams of all kinds,

Harp strings or lute strings, silvered;

Hay,

Heath for brushes,

Hellebore,

Hemp, viz: dressed,

rough or undressed,  
 tow and codilla of hemp,

jute, other vegetable substances of the nature and quality of  
 undressed hemp, and applicable to the same purposes;

Hides, not tanned, tawed, curried, or in any way dressed;

dry,  
 wet,

Hides, tanned, curried, or in any way dressed, not being varnished,  
 japanned, or enamelled;  
 if varnished, japanned or enamelled;  
 losh hides,  
 Muscovy or Russia hides, or pieces thereof, tanned, colored,  
 shaved or otherwise dressed;  
 hides or pieces thereof, raw or undressed, unenumerated;  
 in any way dressed, not otherwise enumerated;  
 tails, buffalo, bull, cow or ox;  
 tanned, not otherwise dressed;

Hones,

Honey,

Hoofs of cattle,

Horns, horn-tips and pieces of horn.

Ice,

Indigo,

Ink for printers,

Indian,

Inkle, unwrought;

wrought;

Iron, ore of;

pig,

bars unwrought,

wire,

rough castings,

bloom,

chromate of,

slit or hammered into rods,

cast,

hoops,

old broken and old cast iron,

Isinglass.

Jalap,

Jet,

Jewels, emeralds, and all other precious stones, unset;

Juice of lemons, limes, or oranges.

Kingwood.

Lampblack,

Lapis calaminaris,

Lard,

Latten,

shaven,

wire,

Lavender flowers,

Lead, ore of, black;

pig and sheet, red;

white, chromate of;

Leaves, of roses;

Leeches,

Lignumvitæ,

Linen or linen and cotton manufactures, viz :

cambrics and lawns, commonly called French lawns, plain;

bordered handkerchiefs,

lawns of any sort, not French;

damasks,

damask diaper,

sails of all sorts,

plain linens and diaper, whether chequered or striped, with dyed yarn or not;

manufactures of linen, or of linen mixed with cotton or with wool, not particularly enumerated or otherwise charged with

duty, not being articles wholly or in part made up;

Liquorice root, from and after 5th April, 1857;

Litharge,

Live creatures, illustrative of natural history;

Logwoo

Madder,

Madder root,

Magna Græcia ware,

Mahogany,

Manganese, ore of;

Manna,

Manures not enumerated,

Manuscripts,

Maps or charts, or parts thereof, plain or colored;

Maple wood,

Mats and matting,

Mattresses,

Mead, or metheglin;

Meat, salted or fresh, not otherwise described;

preserved, or in any other way than salted

Medals, of gold or silver;

of any other sort;

Mercury, prepared;

Metal, bell;

leaf, not gold;

Minerals and fossils, unenumerated;

Models of cork or wood,

Moss, viz :

lichen, islandicus;

rock, for dyer's use;

other than rock or iceland moss;

Mother-o'-pearl shells,

Musk,

Myrrh.

Naphtha,

New Zealand wo

Nicaragua wood,

- Nickel, ore of;  
     metallic and oxide of, refined;  
     arsenate of, in lumps or powder, being in an unrefined state;
- Nitre, viz :  
     cubic nitre;
- Nuts, viz :  
     chestnuts, cocoanuts, pistachio nuts, nuts and kernels of walnuts,  
     of peach-stones, and all nuts and kernels unenumerated, com-  
     monly used for expressing oil therefrom;
- Nuts and kernels unenumerated.
- Oakum,
- Ochre,
- Oil, of animal, castor, cocoanut, hempseed, lard, linseed, olive, palm,  
     paran, rapeseed, rock, rosin, seed unenumerated, train oil or blubber,  
     spermaceti or head matter, walnut, or spirits of turpentine, not par-  
     ticularly enumerated or described, nor otherwise charged with duty;
- Oilseed cake,
- Olibanum,
- Olives,
- Olive wood,
- Orange-flower water,
- Orange peel,  
     peel, lemon;
- Orchal,
- Ore unenumerated,
- Orpiment,
- Orris root,
- Orsedew.
- Painters' colors, unenumerated viz :  
     unmanufactured, ,  
     manufactured;
- Palmetto thatch; manufactures of;
- Parchment,
- Partridge wood,
- Pearls,
- Pencils of slate,
- Pencils,  
     " not of slate;
- Pens,
- Perry,
- Phosphorus,
- Pickles and vegetables preserved in salt,
- Pictures,
- Pink-root,
- Pitch,  
     " Burgundy;
- Plantains,
- Plants, shrubs and trees, alive;
- Plaster of Paris,

Plate, battered;  
 Platina, and ore of;  
 Pollard,  
 Pomegranates,  
     " peel of;  
 Pork, salted (not hams;) fresh,  
 Potatoes,  
 Pots, viz :  
     melting pots for goldsmiths;  
     of stone;  
 Poultry and game,  
     alive or dead, including rabbits,  
 Prussiate of potash,  
 Purple wood.

Quicksilver,  
 Quills, viz :  
     goose,  
     swan.

Radix, contrayervæ,  
     enulæ campanæ,  
     eringii,  
     ipecacuanhæ,  
     rhataniæ,  
     senekæ,  
     serpentariæ, or snake-root;

Rags, viz :  
     rags, old ropes, or junk, old fishing nets, fit only for making paper  
     or pasteboard;  
     woollen rags,  
     pulp of rags,

Rape of grapes,  
 Red wood, or Guinea wood;  
 Rhubarb,  
 Rice, viz :  
     dust for feeding cattle;  
 Rosewater,  
 Rosewood,  
 Rosin.

Saccharum saturni,  
 Safflower,  
 Saffron,  
 Sal, viz : ammoniac, limonum, prunellæ;  
 Salep, or salop;  
 Salt,  
 Saltpetre,  
 Sanguis draconis,  
 Santa Maria wood,  
 Sapan wood,

Sarsaparilla,

Sassafras,

Satinwood,

Saunders, viz: red, white, or yellow;

Sausages or puddings,

Scammony,

Seeds, viz: acorns, aniseed, beans, kidney or French, burnet, canary, carrot, clover, colchicum, cole, coriander, croton, cummin, dari, flax, fenngreek, forest, garden unenumerated, grass seeds of all sorts, hemp, leek, lentils, lettuce, linseed, lucerne, lupine, maw, millet, mustard, onion, parsley, poppy, quince, rape, sessamum, shrub or tree, tares, trefoil, worm; all seeds unenumerated, commonly used for expressing oil therefrom; all other seeds not particularly enumerated or described, nor otherwise charged with duty;

Senna,

Ships, British ships or vessels entitled to be registered as such, not having been built in the United Kingdom;

Sumach,

Silk, viz:

knubs or husks of silk, and waste silk;

raw silk,

thrown silk, not dyed, singles;

tram,

organzine or crape,

dyed single or tram,

Silkworm gut,

Silver ore, or ore of which the greater part in value is silver;

Skins, furs, pelts, and tails, viz:

badger, undressed;

bear, undressed;

beaver, undressed;

cat, undressed;

chinchilla, undressed;

coney, undressed;

deer, undressed;

Indian, half dressed;

tanned, tawed, or in any way dressed;

dog, in the hair, not tanned, tawed, or in any way dressed;

dog fish, undressed;

elk, undressed;

ermine, undressed;

dressed;

fisher, undressed;

fitch, undressed;

fox, undressed;

fox-tails, undressed;

goat, raw or undressed;

tanned, tawed, or in any way dressed;

goose, undressed;

hare, undressed;

husse, undressed;



- Skins, kangaroo, undressed;  
     kid, in the hair, undressed;  
         dressed;  
         and dyed or colored;  
     kolinski, undressed;  
     lamb, undressed, in the wool;  
         tanned or tawed;  
         and dyed or colored;  
         dressed in oil;  
     leopard, undressed;  
     lion, undressed;  
     lynx, undressed;  
     marten, undressed;  
     marten-tails, undressed,  
     minx, undressed;  
         dressed;  
     mole, undressed;  
     musquash, undressed;  
     nutria, undressed;  
     otter, undressed;  
     ounce, undressed;  
     panther, undressed;  
     pelts, undressed;  
         tanned, tawed, or in any way dressed;  
     raccoon, undressed;  
     sable, undressed;  
     sable-tails or tips, undressed;  
     seal, in the hair, not tanned, tawed, or in any way dressed;  
     sheep, undressed in the wool;  
         tanned or tawed;  
         dressed in oil;  
     squirrel or calabar, undressed;  
         tawed;  
     squirrel-tails, undressed;  
     swan, undressed;  
     tiger, undressed;  
     weasel, undressed;  
     wolf, undressed;  
         tawed;  
     wolverings, undressed;  
 Skins and furs, or pieces of skins and furs, unenumerated, viz:  
     raw or undressed,  
     tanned, tawed, curried, or in any way dressed; articles  
         manufactured of skins and furs;  
 Smalts,  
 Specimens of minerals or fossils,  
     illustrative of natural history;  
 Speckled wood,  
 Spectacles,  
 Spelter or zinc, crude, in cakes, rolled, but not otherwise manufactured;  
     oxide, and white of;  
     rods for bolts;

Spermaceti,  
 Sponge,  
 Squills, dried;  
     not dried;  
 Stavesacre,  
 Stearine, after the 5th April, 1858;  
 Steel, unwrought;  
     scrap;  
 Stones, viz:  
     stone in lumps, not in any manner hewn;  
     slate, in rough blocks or slabs;  
         hewn;  
     marble, in rough blocks or slabs;  
         sawn into slabs or otherwise manufactured;  
     limestone,  
     asphalt rock,  
     flint,  
     felspar and stones for potter's use,  
     pebble,  
     for lithography,  
     in blocks, shaped or rough scalped;  
     millstone, rough, shaped or hewn;  
     burrstones, rough, shaped, or hewn;  
     queenstones, rough, shaped, or hewn;  
     dogstones, rough, shaped, or hewn;  
 Straw or grass for plaiting,  
 Sulphur impressions,  
 Sweet-wood.

Talc,  
 Tallow, vegetable;  
 Tamarinds,  
 Tar,  
     Barbadoes;  
 Tarras,  
 Tartaric acid,  
 Teasles,  
 Teeth, viz: elephants', sea cow, sea-horse, or sea-morse;  
 Telescopes,  
 Terra, viz: japonica, sienna, verde, umbra;  
 Thread, not otherwise enumerated or described;  
 Tiles,  
 Tin, ore, and regulus of;  
     in blocks, ingots, bars, or slabs;  
 Tobacco pipes, of clay;  
 Tongues,  
 Torsal,  
 Tortoise or turtle shell, unmanufactured;  
 Truffles,  
 Tulip wood,  
 Turmeric,

Turpentine,  
                     of Venice, Scio, or Cyprus;  
 Twine.

Ultramarine.

Valonia,  
 Vannelloes,  
 Varnish,

not otherwise described;

Vases, viz: ancient, not of stone or marble;  
 Vegetables, all not otherwise enumerated, or described, preserved in salt;  
 Vellum,  
 Verdigris,  
 Verjuice,  
 Vermillion.

Wafers,  
 Walnut wood,  
 Water, mineral;  
 Wax, viz: bleached, unbleached, myrtle, sealing, vegetable;  
 Weld,  
 Whale fins,  
 Whip cord,  
 Wire, viz:  
             gilt or plated,  
             silver,

Woad,

Wood, viz:

staves not exceeding 72 inches in length, nor 7 inches in breadth,  
 nor  $3\frac{1}{4}$  inches in thickness;  
 birch and fir, hewn, nor exceeding 3 feet in length, nor exceeding  
 8 inches square, imported for the sole purpose of making her-  
 ring barrels for the use of the fisheries;  
 fire-wood, of and from British possessions, the fathom of 216 cubic  
 feet;  
 hoops,  
 teak,  
 waste wood, viz: billet wood or brush wood, used for the purpose  
 of stowage;  
 for ship building, viz: stringy bark, red and blue gum, greenheart,  
 mora, and locust woods, and woods formerly admitted at the  
 same duty as teak;  
 treenails of stringy bark, red and blue gum, and locust woods, and  
 all treenails of and from British possessions;  
 shovel hilts,

Wool, viz :

alpaca and the llama tribe,  
 beaver,  
     " cut and combed,  
 coney wool,  
 cotton wool,

Wool, viz:

cotton wool and waste of cotton wool,  
goat's wool or hair,  
hare's wool,  
sheep or lamb's wool,

Woolens, viz :

manufactures of wool (not being goat's wool) or of wool mixed  
with cotton, not particularly enumerated and not otherwise  
charged with duty.

Yarn, cable yarn, camel or mohair, raw linen;

of silk and worsted spun together, and not dyed;

worsted yarn, raw, not dyed or only partially dyed, and not being  
fit or proper for embroidering or other fancy purposes;

Yeast, dried.

Zaffre,

Zebra wood.

Goods not being either in part or wholly manufactured, not enumerated  
or described nor otherwise charged with duty, and not prohibited to be  
imported into or used in Great Britain or Ireland.

#### FRANCE.

Fish, (Fr. F.)

India rubber

Oils, (Fr. F )

Preserved meats.

#### BELGIUM.

Animals.

Borax,

Brass coins

Cobalt,

Chalk.

Manures,

Mineral waters.

Fish and oils, (Bel. F.)

Pictures.

Statues,

Specimens in natural history,

Salt, (Bel. man.)

## PORTUGAL.

Animals.

Fodder,  
Fruits.

Hides and skins.

Metals.

Ores.

Rice.

Sugar, (Coll.)

## BRAZIL.

Bullion.

Gold and silver coin.

Machines.

Printed books, (foreign languages.)

Raw materials for nat. man.

## AUSTRIA.

Animals,  
Ashes.

Beehives.

Coals.

Earths for manufacture.

Manures,  
Minerals.

Ores.

Preserved fruits.

Spelter.

## SPAIN

Fish, (Sp. F.)

Gold <sup>and</sup> silver, (coins and m.)

Platina.

Oils, (Sp. F.)

# RUSSIA.

Ashes, wood.

Bark, tanners';  
Barometers,  
Books; in sheets;  
Bricks,  
Bristles.

Canes for weavers,  
Cards, playing;  
Cement,  
Coals,  
Charts,  
Clay and earths for manufacture,  
Clocks, (astron.)  
Coins and medals,  
Curiosities, (natural,)  
Coral,  
Cotton wool,  
Crucibles.

Down, (hair.)

Engravings in sheets.

Fish,  
Forage and fodder.

Garnets, (rough,)  
Glass, (opt. instru.)

Hair, (horse, unmanufactured;)  
Hides and skins, (raw;)  
Horns,  
Horses, (breed.)

Loadstones.

Magnets,  
Metals,  
Microscopes,  
Mosaics, unmounted;  
Music in sheets.

Ores.

Rags,  
Roots.

Seeds,  
Silk, (raw.)

Trees and shrubs,  
Teasels,  
Thermometers.

Wood, (fire and hoops.)

#### CUBA.

Bon-bons.

Coals.

Engines for estates.

Horses, breed.

Ice,  
Iron and copper clarifiers,  
Iron and copper castings.

Machinery for estates  
Molasses tanks.

Ploughs.

Sugar kettles and bars.

#### GERMANY—ZOLL-VEREIN.

Cotton,  
Flax and hemp, raw;  
Wool, raw or combed;  
Cocoons,  
Aloes, nut galls, bucks-horn, berries, turmeric, bark, safflower, sumac,  
weld, alkanet-root, kermes, barberry wood and barberry roots,  
terra japonica, cochineal, valonia, flea-bane, catechu, gum-arabic,  
senegal and tragacanth, indigo, lac-dye, and all leaves and roots  
used in dying or tanning; salep;  
Resins of all kinds, (including turpentine,) raw or refined;  
Lemon juice in casks,  
All dyewoods in sticks,  
Olive oil in casks, for manufacturing purposes;  
Saltpetre, or nitrate of soda or potash, crude or refined, brimstone, tartar,  
copper ashes;

Ores of all kinds and earths not especially provided for, viz: Armenian bole, pumice-stone, blood-stone, manganese, yellow, green and red earth; raw fluor-spar, lime and gypsum, sparry-gypsum, raw chalk, loam, marl, ochre, red chalk, sand and gravel, emery, baryte in pieces, clay of all kinds, tripolis, umbra, alquifon, meerschaum, unmanufactured;

Freestone, bricks, slate, grindstones without iron hoops, common whetstones, tuf, tras;

Boxwood, cedar-wood, rock-wood, and all unmanufactured wood, the growth of other than European countries, used for joiners' or turners' works;

Wood and timber of all kinds, if imported by land;

Reeds of all kinds, unmanufactured; cocoanuts;

Horns, horn-tips, bones, hoofs, horn plates and raw-bone plates, ivory and other animal teeth, shells, mother-o'-pearl, tortoise-shell, whalebones;

Bark of the cork tree, unmanufactured;

India rubber in bottles or sheets, or otherwise unmanufactured; gutta percha unmanufactured;

Hides, raw, whether dried, salted or pickled, used for tanning;

Tan,

Sheep, lamb, goat, hare, and rabbit skins;

Animal hairs,

Teasels,

Rags, of whatever material;

Brown coal, turf charcoal, wood ash, pit coal ash, tan cakes, (for fuel);

Animals not otherwise provided for, poultry, fresh fishes and crabs;

Beehives, with bees;

Milk,

Eggs,

Animal and other manures, viz: buck ash, brown salt, guano, &c.;

Grass, green food, hay and hay seed;

Straw, chaff, bran;

Fresh fruits,

Fresh vegetables of all kinds, potatoes, turnips, fresh succory roots, tadders, moss, ground-nuts, fresh madder roots, German tinder;

Trees, shrubs, grape plants and cuttings, fresh plants in pots;

Gold and silver, in coin and ingots;

Household effects, wearing apparel, and implements for manufacturers or artisans; all these articles, old and in use, of persons or families immigrating in the country;

Objects of art, if imported for artistical exhibitions or public institutes, and objects of every description imported for public libraries and other scientific institutes.

#### CHILI.

Animals,  
Anchors.

Charts and maps,  
Cochineal.



Fish, (Ch. F.)

Gold and silver coins,  
Gunpowder.

Minerals,  
Music, printed.

Printing apparatus,  
Pictures and statues.

#### NETHERLANDS.

Ashes, wood;

Brimstone.

Coals,  
Cotton-wool.

Earths, for manufacturing.

Fish, (N. F.)

Gold and silver coins,  
Glass, broken;  
Ginger.

Iron, (old.)

Manures,  
Madder.

Pictures and statues,  
Precious stones, (unset;)  
Platina.

Rags.

Seeds,  
Specimens of art and science.

Tar and pitch,  
Train oil.

Wool, unmanufactured.

#### HANSE TOWNS

Bullion.

Coins,  
Coals,  
Copper nails and plate.

Linen  
Linen and cotton } Goods.

Metals for bells,  
Metals, yellow sheathing.

Oil cake,  
Oil, (sperm.)

Potatoes,  
Printed books, (foreign languages;)  
Printed music,  
Printed cards.

Rags.

pelter.

Tin,  
Twist.

Wheat and oats,  
Wool and yarns

#### NORWAY.

Animals,  
Agricultural implements.

Bones,  
Books, (printed in foreign languages;)  
Brimstone.

Chalk,  
Charcoal.

Engines,  
Engravings.

Gold and silver, (coin and bullion.)

Hemp,  
Hay and fodder,  
Horns,  
Hides and skins.

Ivory.

Music, printed;  
Models.

Oil cake.

Pearls and peastones, unset;  
Plants and shrubs.

Straw.

Turf.

Wood, (ship timber, pine, and oak;)

Wood, cedar.

#### MEXICO.

Animals,

Agricultural apparatus.

Bricks,

Books.

Charts,

Coal.

Earths, for manufacture.

Gold and silver coin.

Mercury,

Models and plans,

Machinery, all kinds.

Printers' ink,

Plants and trees.

Rags.

Seeds,

Scientific apparatus,

Specimens in natural history,

Ship timber.

Wool cards and wire.

#### SWEDEN.

Agates,

Alabaster,

Amber,

Angelica-root.

Bark,

Brimstone,

Bast ropes and mats,

Bones,

Bees,

Birds,

Bags,

Books, (foreign languages.)

Cotton,

Coral,

Cards,

Coals,

Cork,

Clay,

Chalk,

China,

Coins.

Fish,  
Feathers.

Globes,  
Gold.

Horns.  
India rubber.

Jewels.

Lasts.

Maps and charts.

Oars,  
Oil cake.

Pearls,  
Precious stones,  
Plants, trees, and shrubs.

Rags.

Silks, (unmanufactured;)  
Sand.

Tonqua beans,  
Teasels.

Wagons,  
Wood, all kinds.

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M.

*Report on the bounty allowances to fishing vessels.*

WASHINGTON, D. C., November 20, 1853.

SIR : On the eighth of October last I received official instructions to proceed on a tour of inspection through the collection districts of New England. In the performance of that service, it became my duty to inquire into the practical operation of the bounty allowances to fishing vessels, and to ascertain how far the revenue boats employed in each district were necessary for the protection of the revenue, or useful, as a means of preventing the frauds alleged to be practised by fishermen. You were pleased to request that I would communicate to the department whatever facts I might obtain, together with such views on the subject as the examination might suggest. In compliance with that request, I have the honor to submit the following statement.

The annexed table exhibits the number and tonnage of enrolled licensed vessels, and vessels licensed under twenty tons, engaged in the cod and mackerel fishery in each district of the United States, during the year ending 30th June, 1852.

Tables exhibiting the condition of the fisheries, from the origin of the government up to that date, will be found in the report on the fisheries accompanying the report of the Secretary of the Treasury for 1851-2, and in Andrews's report on the British North American Colonies, printed by order of the Senate, in August, 1852.

The bounties paid to fishing vessels from 1840 to 1852, were as follows :

In 1841, for the preceding year	-	-	-	\$355,140 01
1842 do do	-	-	-	235,613 07
1843 do do	-	-	-	169,932 38
1844 do do	-	-	-	249,074 25
1845 do do	-	-	-	289,840 07
1846 do do	-	-	-	274,942 98
1847 do do	-	-	-	276,429 38
1848 do do	-	-	-	243,432 23
1849 do do	-	-	-	287,603 77
1850 do do	-	-	-	286,788 75
1851 do do	-	-	-	328,265 04
1852 do do	-	-	-	300,976 41
Total for 12 years	-	-	-	<u>3,298,038 34</u>

The requirements of the original act of February 16, 1792, changing the drawback on the exportation of codfish to a bounty on tonnage, and of all subsequent acts regulating the bank or other cod fisheries, are embraced in the circular to collectors of February 20, 1852, which also embraces a careful synopsis of the existing regulations prescribed by the Treasury Department, during a series of years past, for the execution of the laws on that subject.

In order to present a comprehensive view of the abuses existing under this system of bounties, it will be necessary to refer in detail to the means adopted for their prevention and detection.

1. To entitle a vessel to bounty, an agreement must be made before sailing, between the master and crew, and endorsed by the owner or agent, specifying the share of each man. The object of this provision is to encourage an interest in the result of the voyage, and prevent the owners from depriving the crew of the benefit of bounty, by engaging them at a fixed compensation. Whatever importance may be attached to it, as a means of protection to the owners, it is practically of very little avail to the crew in the distribution of bounty allowances.

2. Three-fourths of the crew are required, under the act of 1817, to be American citizens. Previous to that act, there was no restriction on the subject of citizenship; the entire crew might be foreign subjects. If the fishery has operated as a nursery for American seamen, it has not been in consequence of any law passed prior to 1817.

3. An examination of each vessel is required to be made by the proper officer of the customs, in order to determine whether she is furnished with the necessary outfit for the fishery. Such examinations are generally understood to be matters of form. The practice among officers of the customs is, to board the vessel before she sails, and report in accordance with the information received from the captain. The general feeling is, that if fishermen choose to go to sea without a proper outfit, it is their own business and not that of the government; and if the crew suffer any hardship or loss from the neglect or cupidity of the owners, they have their remedy in law. It would be difficult to find a single case in which a fishing vessel has been prevented from going to sea, or delayed, on account of her outfit.

4. Regular journals or log-books, containing the daily catch of the

crew, the date of sailing, the ports entered, and date of return, are required to be kept, and sworn to by the captain, as proof before the collector. If every claimant who testified under oath to the legality of his claim could be depended upon, there would be no occasion for such a complexity of forms. It is well known to officers of the customs that but little importance is attached to an oath by this class of men in their dealings with the custom-house. Many of these journals or log-books are made up after the voyage, without reference to time lost or fraudulently employed, and are duly sworn to as authentic records. Nearly every officer of the customs, from Eastport to New Bedford, informs me that this is a practice which they find it very difficult to guard against, and their concurrent testimony justifies the belief that such frauds are of frequent occurrence.

5. Vessels, to be entitled to bounty, must be exclusively employed in taking codfish to be dried, or dry-cured, during the aggregate period required by law, and a certificate to that effect must be subscribed by the claimant and sworn or affirmed to before the collector. A license for cod fishing may be changed to a mackerel or other license during the fishing season, but the aggregate time in the cod fishing must be made up by a subsequent change. Any violation of this provision, such as catching other than codfish, or carrying into market fish of any kind in a green state, forfeits the claim to bounty; yet so common an occurrence is it, and so little effect has it practically in forfeiting the claim to bounty, that the fishermen themselves scarcely pretend to disguise the fraud. The department is well aware that applications are made every day by collectors of the customs for new revenue boats, additional boatmen, and increased allowances for repairs, all based upon the necessity of keeping a more rigid guard upon the movements of these fishing vessels. The files of the department can scarcely contain all the letters that are received, not only from the collectors in the fishing districts, but from the representatives, senators and governors of the States, complaining of the frauds committed by fishermen and others, and urging the appointment of additional inspectors, aids to the revenue, and boatmen, and the increase of boats and revenue stations, as the only means of affording protection to the government. While the great respectability of the parties making these representations, their high and honorable position, and the zeal which they manifest in protecting the treasury, are amply sufficient to justify the belief that there is great abuse, yet a difference of opinion may be excused as to the remedy. By reference to the map of New England, it will be seen that the fishing districts form a succession of bays, islands and promontories, such as it would be difficult to find in any other part of the world. The shores are settled chiefly by fishermen; and the community is bound together by a common interest. It is alleged that during the season when halibut and other fresh fish are in demand, vessels, under cod fishing licenses, run in and dispose of their fresh fish, or anchor about the shores and carry on mackerel fishing, without danger of discovery. The crew are usually interested in the result, or ignorant of the law; and the community, to whom such practices are familiar, consider it fair and proper to take advantage of the government, and dishonorable to become informers. In order to carry out the requirements of the law, therefore, a large annual expense is incurred in keeping up

a system of revenue boats, which is deemed to be a warning to fishermen that they run a chance of being detected in their fraudulent practices. These boats are from eight to ten tons burden, and require two seamen to navigate them, at a compensation of \$25 to \$30 a month. A cook is sometimes added to prepare food for these seamen; and in view of any neglect of duty on their part, an inspector of customs at \$3 a day is put on board, as captain or chief officer. Of course, it depends very much upon the honesty of the inspector how much benefit government derives from the tour of inspection. In bad weather they are not absent long; but in fine weather, when the fishing is good, they are frequently absent for weeks. That these boats ever succeed in detecting fraud, or causing any serious apprehension of detection on the part of fishermen, is at least doubtful. Rumors of such events are sometimes current, but they can always be traced to those wild traditions which prevail in fishing communities. For the prevention of smuggling, the revenue cutters stationed at Boston, Portland and Eastport, with the aid of a few small boats, would be sufficient; and, with all respect for those respectable authorities already referred to, I cannot but think that this large boat service is a greater abuse than any committed by the fishermen. At all events, it is quite as demoralizing in its tendency, and encourages an evil of still greater magnitude—that of unnecessarily extending the patronage of the government.

6. When satisfactory proof has been presented to the collector that the requirements of the law have been fulfilled in good faith, the following allowance is to be made:

To each vessel measuring more than five and not exceeding thirty tons, \$3 50 per ton.

To each vessel measuring more than thirty tons, \$4 per ton.

To each vessel above thirty tons, and with crews not less than ten persons, and having been exclusively employed in the cod fishery three and one-half calendar months, \$3 50 per ton.

Whatever advantages the owners may derive from the allowance, it is greatly to be feared that the actual fishermen seldom, if ever, receive any portion of it, either directly or indirectly. It may be argued that, even if the owners receive all the money, the fishermen are equally benefited in the end by larger shares in the proceeds of the voyage. This might be the case, if owners were always honest; but all who are familiar with the dealings between that class of men and the seamen from whose labors their profits are derived, must be aware that an advantage gained by the one does not necessarily benefit the other. Even the strongest advocates of the bounty allowance admit that the seamen, for whose benefit it is designed, are usually cheated out of their share. The late assistant collector of Boston, who is thoroughly acquainted with these matters, states, in an official report to the Treasury Department, dated January 7, 1852, that, "notwithstanding all the vigilance of the officers of the revenue, it is quite doubtful if the actual fishermen now derive much if any benefit from the large sums annually paid out of the treasury for fishing bounties." He ardently desires to cherish this branch of industry, and strongly urges the continuance of the bounties, but recommends a revision of the existing regulations, so that the crews, for whose benefit the allowance is designed, may obtain an equitable share. But, in any view, admitting the alleged abuses to be either true or not true, what has been the result of these bounty allowances for the past sixty

years? At the very foundation of the government the subject was fully discussed. Fisher Ames, in a debate in the 1st Congress, spoke of the cod fishery as "a very momentous concern; it forms a nursery for our seamen." And again: "unless some extraordinary measures are taken to support our fisheries, I do not see what is to prevent their inevitable ruin;" "*they are very poor; they are in a sinking state; they carry on their business in despair.*" Mr. Elbridge Gerry even threatened that, unless patronized by Congress, our fishermen would be compelled to move to some other country, where they could prosecute their business under protection of government. He spoke of the fishery as "a nursery for seamen," and said it was "*with extreme difficulty it continued its existence.*" In consequence of these representations, Congress granted liberal bounties, and, with the exception of a few years, these bounties have been allowed ever since. What has been the effect? The Marblehead fishermen of the present day state, in their memorial to Congress, that, "even with the aid and protection thus afforded, and an uninterrupted continuance of peace for the last thirty years, many individuals and even joint stock companies, with their capital solely invested in it, have, after a few years' trial of the business, abandoned it, as not affording in the aggregate a saving return for the capital and labor employed." They speak in melancholy terms of the declining condition of the fishery, and ask that it may continue to enjoy the protection of government, as the only means of sustaining a valuable nursery for seamen." Mr. Sabine says, in his able and elaborate report on the fisheries, accompanying the report of the Secretary of the Treasury for 1851-'2, that the fisheries are very important as a nursery for seamen; that they are in a declining condition; that it would be ruinous to withdraw from them the protection of government. He refers to the speeches of Fisher Ames and Elbridge Gerry, and is forcibly struck with "*the remarkable coincidence, in many particulars, between 1789 and 1852.*" There certainly is a remarkable coincidence, as may be seen from the above quotations. The fisheries were rapidly declining in 1789, ever since which period, with the exception of about six years, they have been receiving liberal bounties from government; and now, in 1852, they are in the last stage of decline. This is perhaps the least remarkable part of the coincidence.

Having thus glanced at the present condition of the fishery and the regulations prescribed by the department for the execution of the existing laws, it will be well to ascertain, by reference to the legislation which has taken place from time to time on this subject, what was really the original object of these bounty allowances, and to what extent they are expedient or constitutional.

In the valuable report on the fisheries made by the finance committee of the Senate in 1846, it is clearly demonstrated that the exportation bounty allowed on fish, under the original act of 1789, was designed as a commutation or drawback of the duty on salt, which applied equally to all other kinds of salted provisions, including beef and pork. It was a revenue measure, and all subsequent acts up to 1807 were revenue measures. The report of the committee enters into an elaborate review of all the acts passed by Congress on this subject.

The second act of Congress laying duties on foreign imports, was passed July 4, 1789. By the 1st section, a duty of six cents a bushel was laid on imported salt, seventy-five cents a barrel on imported pickled fish, and fifty cents per quintal on dried fish. Section 4th of same act



allowed, in lieu of a drawback of the duty on the salt used in curing the fish, five cents a quintal on dried fish, five cents a barrel on pickled fish, and five cents a barrel on salted provisions of the United States, exported to any other country. The next act, passed August 4, 1790, prescribes, in the 57th, 58th and 59th sections, the manner of making exportations of articles entitled to drawback, showing exportation to be necessary before bounty on fish and on salted beef and pork, in lieu of drawback, can be paid. Act of August 10, 1790, making further provision for the payment of the debts of the United States, doubled the duty on salt, and at the same time doubled the bounty, in lieu of drawback on fish and provisions. The next act, passed February 18, 1792, is important as the original act by which the foreign system of tonnage bounty was adopted. It changed exportation bounty to an allowance on the tonnage of vessels employed in the bank and cod fisheries. As early as 1790, the fishermen of Massachusetts petitioned the legislature of the State to ask the aid of Congress in favor of their pursuit, and the general court of Massachusetts made representations in accordance with these petitions. Congress referred the matter to Mr. Jefferson, the Secretary of State, for a report; and Mr. Jefferson, on the 2d of February, 1792, reported against adopting the foreign systems of bounties and premiums; showing the advantages enjoyed by our fishermen over all competitors, and expressing his conviction that it was not constitutional for "the fisheries to draw support from the treasury." Act of May 2, 1792, altered and reduced the standard of the bushel of salt, substituting a weighed bushel of 56 pounds, for a measured bushel of eighty-four pounds, and increased the fishing allowance in the same proportion. By the subsequent act of July 8, 1792, the duty on salt was increased by eight cents a bushel, making a corresponding increase in the bounties and allowances to fishing vessels. March 2, 1799, an act was passed increasing the bounty on the exportation of pickled fish and salted provisions. The act of April 12, 1800, continued former acts, laying duties on salt and granting bounties and allowances on exported provisions and pickled fish, and the tonnage allowance to vessels in the cod fishery; with a proviso against continuing the additional allowances a longer time than the corresponding duties were payable, in consequence of which they were granted.

Mr. Jefferson, in his annual message of December 2, 1806, recommended the repeal of the salt tax, on the ground that the duties comprising the Mediterranean fund would cease by law at the end of the session, and with it should cease the impost on salt. In conformity with this recommendation, was passed the act of March 3, 1807, repealing the salt duty, and at the same time all the bounties on the exportation of salted provisions and pickled fish, and all the allowances to fishing vessels. It will thus be seen, that from 1789 to 1807 all legislative action on this subject had direct reference to the revenue, and that all measures passed by Congress granting allowances to fishing vessels were strictly revenue measures. Nothing whatever is said about creating a nursery for seamen in any of these acts.

During the period of six years, from 1807 to 1813, there was no salt tax in the United States, and no bounties or allowances on the exportation of provisions or fish, or to fishing vessels. An attempt to revive the duty on salt, and the corresponding bounties, was made in 1814; but it was not till two years afterwards that an act was passed for that purpose.

The act of July 29, 1813, revived the duty on salt at twenty cents a bushel of fifty-six pounds, and restored the fishing bounties and allowances without restoring the exportation bounty on salted beef and pork. Previous to this date, the beef and pork interests stood upon the same footing with the fisheries, and were equally favored by legislation as nurseries for seamen. This act is still in force, with the exception of the amount of the allowances. It was a temporary war and revenue measure, and had no reference to seamen. The act of February 9, 1816, continues in force that of 1813, and was passed on the recommendation of Mr. Lowndes, as one of the means of extinguishing the public debt. In 1818, the finance committee of the Senate, in reply to a resolution of that body, reported against the expediency of repealing this act, on the ground that the tax on the salt, amounting to \$800,000 per annum, after deducting bounties and allowances, could not be spared from the revenue. A similar attempt was made in the House of Representatives during the same session, and was equally unsuccessful. The first act which made any provision on the subject of American citizenship, in connexion with the fisheries, was that of March 1, 1817, which required the owner and three fourths of the crew to be citizens of the United States, or persons not subjects of any foreign prince or state. There was no prohibition against all being foreigners previous to that date. The act of March 3, 1819, increased the allowances of bounty, and shortens the fishing season. The act of May 26, 1821, provides that vessels exclusively employed at sea in the cod fishery the full time required to entitle them to bounty, and afterwards wrecked, may obtain bounty upon proper evidence of the fact being transmitted to the Comptroller of the Treasury for his decision. Under the act of March 3, 1819, this duty is transferred to the Commissioner of Customs.

This sketch shows the connexion that has always existed between the salt tax and the bounty system since the origin of the federal government. It has already been shown from the evidence furnished by the advocates of the fishing interests, that in 1789 the fisheries were rapidly declining, and it is now admitted that they are barely able to exist. The only reasonable inference is, that the money paid by government to sustain them has not had the desired effect. So well convinced was Mr. Walker, when Secretary of the Treasury, of the impolicy of this tax upon salt and the bounty system founded upon it, that in his annual report of December, 1845, he recommended that salt should be placed among the list of free articles. He stated that a large portion of the duty was exhausted in heavy expenses of measuring, and in large sums for fishing bounties and allowances, both which expenditures would fall with a repeal of the duty, and therefore it could cause no considerable reduction of the revenue. He further contended that salt, being one of the necessities of life, should be as free from tax as air or water; that it is largely used by farmers and planters, and a tax upon it operates most oppressively upon the poor, not only in the use of the article itself, but as combined with salted provisions.

In conformity with this recommendation, a bill was introduced in the Senate in 1816, for the repeal of the duty on salt. While this bill was pending, Mr. Davis, of Massachusetts, presented a memorial signed by three hundred and twelve ship owners and fishermen of Marblehead against the repeal of the salt tax or the discontinuance of the bounty

allowances, chiefly basing the claim upon the ground that the fishermen of Marblehead had rendered signal service to the country during the revolutionary struggle, and also in the war of 1813. The memorialists stated that the fisheries were in a declining condition, and that without this aid from Congress they could not compete with foreigners, and a great injury would be inflicted upon them by the repeal of the law.

Whether such appeals as this from the owners of vessels to whom the bounty is paid, are to be regarded as offering any legitimate reason why a law oppressive and burdensome to other classes of the community should be continued, remains for Congress to decide. The agricultural population were not backward during the revolutionary war, yet they do not ask to be rewarded by bounties for their services.

Mr. Benton stated, in the course of the debate, that the business which received bounty from the treasury was in a declining state, while every branch of business left to its own exertions was in a flourishing condition; that this interest employed but a small proportion of tonnage, compared with the tonnage employed in other branches of trade—not more than half the amount possessed by the whalers—those “who double Cape Horn, and go to a distance of twenty thousand miles from any port that they can call their own—who make three years’ voyages, and are all that time employed in killing the monsters of the deep.” While he would admit a degree of merit in those engaged in the river and coast fisheries, and in the mackerel and cod fisheries, yet they were far below the whalers in point of numbers. Mr. Fairfield, of Maine, advocated the principles embodied in the memorial, and stated, as the reason why bounty was not allowed to whalemens, that none was needed; the business was lucrative, and large fortunes had been accumulated in it. On the 4th of April of the same session, a debate on the same subject took place in the House of Representatives, and the same general reasons were urged in favor of continuing the bounty system. The bill eventually failed; and no attempt to repeal the salt duty has since been made.

From the tenor of these debates, as reported in the Congressional Globe and Appendix, it will be seen that this claim to bounty allowances is based, first, upon the services rendered by fishermen during the revolutionary war and the war of 1813; and, secondly, upon the plea that the fisheries are still in a declining condition, and upon the alleged necessity of fostering them by legislative aid as a nursery for American seamen. The opposition contend that other classes of the community have rendered equal service to the country; that it is not constitutional to pay out of the public treasury a bounty upon occupation as a reward to one interest at the expense of others, and that a measure which is not constitutional in itself cannot be made so by any collateral advantages that may arise from it. But apart from the question of propriety, it is deemed inexpedient to grant bounties. All experience shows that instead of operating as an encouragement to seamen, this system of rewards has militated against the prosperity of the fisheries, and consequently diminished the usefulness which has been claimed for them as a nursery of seamen.

The nations of Europe afford some striking illustrations of the depressing effects of the bounty system. For more than two centuries the British herring fishery was encouraged by the most extravagant bounties, and it never succeeded in getting into a healthy state till it was left to

its own resources. In 1789 the duties were remitted upon salt, and a high tonnage bounty allowed on every vessel engaged in the deep-sea fishery. Many went out, as Dr. Smith has truly stated, not to catch herrings, but to catch bounty. (McCulloch, *Dic. Com.*, p. 687.) "To such an extent was this abuse carried, that in 1759, when the tonnage bounty was 50s., the almost incredible sum of £159 7s. 6d. was paid as a bounty upon every barrel of merchantable herrings that was produced." (Wealth of Nations, p. 231.) Notwithstanding this extraordinary encouragement, the company by which this fishery was conducted was soon broken up, and in 1794 scarcely a vestige remained of its ever having been in existence. Another company was started in 1786; and it has been well remarked that if every herring caught had a ducat in its mouth, it would scarcely have repaid the expense of its capture. Even the British government could not sustain such an abuse. A similar fate attended the company formed in 1808; and such has always been the result where government has adopted the principle of encouraging the fisheries by premiums and bounties. The advocates of the system cling to it on the ground that it fosters a nursery for seamen. This argument is equally fallacious. By making a mere lottery adventure out of what would otherwise be a steady and reliable pursuit, it encourages habits of idleness, diminishes the proceeds of the voyage, and depresses the condition of the actual fisherman for whose benefit the bounty is designed.

The effects of the system have been equally disastrous in the whale fishery. Between 1750 and 1788 the bounties paid by the British government for the encouragement of the northern whale fishery amounted to £1,577,935; and from 1789 to 1824 more than a million pounds sterling—being upwards of two and a half millions expended in bolstering up this branch of industry. (See McPherson's *Annals of Commerce*, vol. 3, p. 511, and vol. 4, p. 530.) It has been estimated that had the same amount of money been laid out as capital in any ordinary employment, it would have produced £125,000 a year of *net* profit, or £25,000 more than the total value of the produce of the fishery, without allowing anything for the capital wasted and the ships lost in carrying it on. (McCulloch's *Dic. Com.*, p. 1410.)

The same has been the result of the system as applied to the Dutch fisheries. All attempts to sustain them by bounties and other artificial contrivances have signally failed. Government has spent millions of money in reducing them to final ruin. An appearance of prosperity has sometimes been created, temporarily, but no branch of industry can be permanently sustained by legislative encouragement. Whatever prosperity may apparently be attained, under such circumstances, must necessarily be factitious.

The experience of the French government has not reversed the principle. Since the revolutionary war, which destroyed the French fishery, high bounties have been granted by government, especially to vessels engaged in the sperm fishery; but this encouragement has failed to produce the desired result. Their ships cannot be forced into the trade, and the number now engaged in the whale fishery is comparatively small.

Much difference of opinion exists as to the local advantages enjoyed by the American and colonial fishermen in the fisheries of Nova Scotia

and Newfoundland; but in the whale fishery there can be no dispute on this point. The great oceans of the world are the common property of mankind, and their treasures are free to all nations. The effect of legislative protection can be fairly tested where there are no exclusive favors of locality, and here we find a most striking illustration. In the prosecution of a pursuit which extends to every sea, and where special privileges are enjoyed by none, it is remarkable that the two most powerful maritime nations of Europe, with all their bounties and premiums, have suffered the citizens of a few small towns in the single State of Massachusetts to create a whaling marine, which, in the number of men employed, in tonnage and capital, exceeds that of all the rest of the world combined. This has not been the result of mere chance or good fortune; it has not been done by bounties and premiums, or by special acts of legislation, but by patient industry and a judicious combination of labor and capital; by unwearied enterprise in the exploration of remote seas; by that irresistible energy which overleaps all competition, and gives a national character to our people; and, more than all, by that indomitable self-reliance which rises above the aid of government, acknowledges no obstacle, and achieves triumphs that legislators in their wisdom cannot comprehend. The American people understand, by this time, that if the aggregate wealth of the ocean or of the country is not increased, nothing is accomplished by bounties but a transfer of means; and all must acknowledge that it is a direct violation of this principle to tax one maritime interest for the support of another. Every consideration of justice and expediency forbids that the coasting trade or the whale fishery should be compelled to contribute to the support of the cod fishery, on the ground that such a contribution is necessary to foster a nursery for seamen, when it is well known that either of those great interests produces more seamen annually than the cod and mackerel fisheries combined. Mr. Burke has truly said that "it is one of the finest problems in legislation to determine what the state ought to take upon itself to direct by public wisdom, and what it ought to leave, with as little interference as possible, to individual exertion." We have thus seen, from the experience of European nations, and, to some extent, from our own, that if ever there was a pursuit requiring the healthy basis of individual energy, untrammelled by legislation, it is that of "drawing wealth out of the ocean." When government undertakes to prescribe regulations in detail, showing the manner in which fisheries are to be conducted, there is an end to all enterprise. But it may be said, our fishermen possess all the advantages of freedom now; they are not obliged to fish for bounty. In reply to this, I would simply ask, has the history of mankind presented a case, has the experience of the world shown a single instance, in which legislative bounty has been rejected, on any ground of self-interest or expediency? The recipients of fishing allowances are the last to acknowledge that any decline in their pursuit can proceed from legislative encouragement; yet it is quite certain that, in a time of peace, it can only proceed from a depression of energy, induced by the protection of government, from a scarcity in the products of the ocean which no human power can avert, or from a greater demand for labor and capital in other pursuits.

It is a remarkable anomaly in our history, that from the origin of the federal government to the present period, every effort made in favor

of granting bounties to the fisheries, as a school for seamen, has originated in the fishing districts, whilst other parts of the Union, with equal solicitude for the general welfare, have either silently acquiesced, or opposed the principle as inexpedient or unconstitutional. The natural inference is, that outside of the fishing districts there is a want of patriotic feeling, or an inexcusable blindness to the true interests of the country. A nursery for American seamen is a national concern; it affects the welfare of all; yet those States which have always stood among the highest in the annals of naval chivalry, which have been ready at all times to sustain our national defences, have never manifested so much interest in maintaining the efficiency of the navy, as to make an original movement in favor of granting appropriations to fishermen. It may be argued, that it does not concern them to make original movements in favor of appropriations to be expended by citizens of States over which they have no control; and in this instance, especially, that it is the legitimate business of the representatives from the fishing districts, born and educated among fishermen, and elevated to office in whole or in part by a constituency of fishermen, to judge of the wants of the country at large, and ask for this legislative encouragement. How can people who perhaps never saw the ocean, be supposed to know that our navy is dependent upon the cod fishery?—that this right arm of our national defence will be paralyzed, unless Congress pays out of the public treasury about half a million of dollars every year, to prevent the public from buying cheap fish? War may come upon us; the seas may be covered with the fleets of the enemy; and where, it is asked, are we to find American seamen? Not in our whaling marine; not in our merchant service; not in our coasting trade;—none of these great maritime interests can be relied upon in a great national emergency. The destinies of our common country are centred in the cod fishery.

Let us see how much sincerity there is in these professions. Patriotic appeals are sometimes resorted to when reason would be of no avail; and although such appeals may indicate a virtual abandonment of the question of justice or expediency, yet they are not unfrequently successful.

The fishermen, and the avowed advocates of the fishing interests, attach great importance to the fact that under the terms of the convention of 1818, between Great Britain and the United States, our fishermen are prohibited from fishing *within three marine miles of the shore*, and the recent vexed questions respecting the extent of our rights in the fisheries of Nova Scotia and Newfoundland have arisen from the importance attached to the shores and bays. It is to be hoped that the difficulty will be amicably adjusted, and that we may at no distant period enjoy the entire privileges of the provinces; but it is not my purpose to discuss that question at present. The only feature in it to which I wish to call attention is, that the shores and bays are not desirable in the point of view urged by the friends of the bounty system. Mr. Wellman, of Boston, a very intelligent writer on the fisheries and an ardent advocate of the bounty system, says, in an official report to the Treasury Department, that “while our fishermen are compelled to go out on the banks in large vessels, fitted at great expense, and with crews averaging nine men to every twenty tons burden, and extend their voyages for many weeks, the colonists carry on their fishing entirely in small boats, with perhaps not more than two men in each, who return to their shores at

the close of each day's work, and land and cure their fish, which at the close of the summer are laden on board their ships for a foreign market." This is not so great an evil as Mr. Wellman imagines; it has its advantages in making a better nursery for our seamen. As far back as the time of Sir Josiah Child, it was proposed that the houses of the colonial fishermen should be burnt, their boats destroyed, and the boat fishery annihilated, as the only means of retaining the banks as a nursery for British seamen. (See Sabine's report, p. 225.) We enjoy the monopoly of the bank fisheries, and therefore the monopoly of this nursery, for which government pays bounty. If the object of legislative encouragement be to foster our maritime interests, a positive advantage results from an apparent evil. The English complain, in a late official report on the fisheries of Nova Scotia, that "the Americans monopolize the deep sea fisheries," and acknowledge that instead of engaging all their energies to compete with us, *they look idly on and grumble at our success.* (Sabine's report.) Here is additional evidence of the value of the bank fishery. Considering it in the light of a nursery for American seamen, we have reason to congratulate ourselves that our fishermen, who have at heart the interests of the nation at large, are denied the privilege of the shores. Seamanship is an art that is best acquired at sea. It would be well for us, if a school for mariners really be the great consideration, to abandon all we claim under the convention of 1818, and let the colonial fishermen continue in the enjoyment of the shore and bay fisheries. They may possibly undersell us in our own markets, but we have no reason to complain of having fish sold to us at a low price. On the contrary, while we enjoy the benefit of their labor, our young fishermen reap the advantage of experience at sea, and are thus prepared (as the Marblehead memorialists represent) to man our naval and merchant marine. Every effort made for the privilege of the shore, is a blow aimed at this nursery for American seamen; for none will deny that the art of seamanship can be acquired more readily at sea in full-rigged vessels, than on land, in houses. The colonists afford us in the end this additional advantage: that they can never, by any process of shore service, become fit sailors to man British vessels of war; and in proportion as Great Britain overcomes us in the fish market, she will be unable to contend with us at sea. Every victory gained in the grand struggle for supremacy in codfish, will be a naval defeat in future engagements. The English themselves are fully sensible of the advantage we enjoy. Lord Dundonald, in a communication to the London Times in August, 1852, speaks in desponding terms of the "progressive decay and now total abandonment of that once important nursery for British seamen," and says it constitutes "a standard difference of 26,000 sailors against England." His lordship erroneously attributes this advantage to the liberal bounties paid by the French and North American governments. He might have seen, by looking into the past history of his own country, that Great Britain presents in her herring and whale fisheries the best possible illustration of the impolicy of bounties; and he might also have seen, by reference to the debate in the Senate of the United States in 1846, that with all the bounties paid by Congress since 1789, our bank fisheries are at this very moment (according to the memorial of the Marblehead fishermen) scarcely able to exist—in fact that they are practically extinct. But aside from that, what do our fishermen, who receive these

bounties in view of their future services as fishermen, propose to do? Simply to yield to Great Britain all the advantages of the bank fishery, so strongly urged by themselves, if they can only get possession of the shores and engage in the shore fishery. While in the full enjoyment of the bounty paid by government, their sole aim is to abandon the nursery for seamen, which they contend is indispensable to our perpetuity as a nation, and yield it to the very power whose navy we have most reason to guard against. Is this an example of unusual patriotism, worthy of unusual reward, or is it merely the same instinct of self-interest which prevails among all other classes of the community? If the bounty is designed by government to keep them in the deep sea fishery, and thereby encourage a return in seamen, it is apparent that it has no influence in effecting that object. Government not only expends large sums in an unavailing effort, but in adjusting difficulties arising from their constant struggle to defeat the object for which the bounty is designed. Instead of encouraging them to remain at sea, it induces them to spend a large portion of their time concealed about our own shores in fraudulent practices, and does not in the end keep them clear of the provincial shores.

The argument that our fishermen will be ruined by the importation of foreign-caught fish, is essentially the doctrine of protection. Our manufacturers were about to be ruined a few years since, if we bought cheap goods from Great Britain. They insisted that government should continue to protect them by imposing prohibitive duties on importations. They even threatened to give up their manufacturing establishments and foreboded ruin to the country, if these great nurseries for American industry were not favored by legislation. The iron interests of Pennsylvania were about to be ruined at the same time by the importation of foreign iron. But the tariff of 1846 has not ruined either of them yet. They are still in very good condition, and growing vigorously. The country is safe, the nurseries are preserved, and our domestic industry is in a most gratifying state of prosperity.

The same argument was used by a committee of the British Parliament in 1833, and the remedy proposed was substantially the protective remedy. The committee attributed the decline of the Channel fisheries to the quantity of foreign-caught fish sold in London, and said it arose from the fact that the French vessels were larger, and had more men and better fishing gear, than the English. Instead of profiting by the example of the French fishermen, and fitting out larger vessels, employing more men, and providing still better fishing gear than their competitors, they devoted their energies to preventing the French fishermen from catching so many fish. The French were underselling them in the London markets; the public were gaining the difference in price; and in order to arrest such an evil, prohibitory regulations were established to put down the French fishery. The means expended in striving to prevent their neighbors from catching and selling fish cheaper than their own, would, if properly directed, have enabled them to gain the ascendancy in the fish market. Nothing more than a diminution of capital is accomplished by such restrictions, and a corresponding increase of prices to the consumer. It is the doctrine of protection, without the pretence of a disguise.

The true remedy lies in superior industry and energy. If our fishermen desire to obtain control of the home market, they must do it by



increased skill and by making a better use of all natural advantages than they have ever made before—not by appeals to Congress for legislative aid. A firm reliance upon their own ability to overcome all competition, and the best use of every legitimate advantage, will be the surest means of accomplishing the object. It has never been found to fail in other branches of industry; and if our fishermen, after a fair trial of the experiment, find themselves unable to compete with foreigners, then it will be to their interest to invest their labor and capital in more profitable pursuits. The aggregate gain of wealth to the country will enable government to establish a much better nursery for seamen, if it be found indispensable, by increased inducements to American naval apprentices, by free schools of navigation, and by better wages to seamen. The merchant service has no right to complain of a want of good seamen: it is perfectly able to take care of itself. Owners of merchant vessels are now receiving enormously high freights, and it is very reasonable that they should pay high wages to their crews. If they are unable to get good American crews, it is simply because they choose to get bad foreign crews cheaper. They cannot expect to receive enormous profits on freights, and pay low wages for good seamen. That, after all, is the true ground of complaint. Let the condition of seamen be elevated by a just and reasonable compensation for their services, proportionate to the increase of wages in every other department of industry, and there will be no reason to complain of a scarcity of American seamen. The same general rules which regulate all trade, apply to seamanship. The highest prices will produce the best labor, and the supply will be governed by the demand. Americans who do not hesitate to penetrate every sea and explore every land, where energy can find a reward, will not hesitate to supply any scarcity that may exist in our commercial or naval marine, nor will they, in case of war, be backward in devoting their services to the defence of their country.

It would be unreasonable to deny that the deep-sea fisheries have their degree of merit as nurseries for seamen, in common with all maritime pursuits; but there is nothing peculiar in the business of cod fishing, and especially in the shore duty which forms so large a part of it, to make better sailors than those produced in the coasting trade, the whale fishery, and the merchant service. Let this bounty be repealed; let these fishermen be compelled to depend upon their own energies like other people, and their pursuit will be successful enough, and probably realize some of the advantages which they claim for it. But the experience of every nation shows that the tendency of legislative protection is to depress individual exertion, and render unprofitable that which otherwise might be profitable. The principle is so well established now, that few will be found to dispute it, unless where local interests are involved. The friends of free trade can no longer in good faith sustain the bounty system. In its application to the fisheries, which depend mainly on individual energy, it has been peculiarly injurious; and has always tended to diminish those collateral advantages upon which the protection of government is founded.

Very respectfully, your obedient servant,  
J. ROSS BROWNE.

HON. JAMES GUTHRIE;  
*Secretary of the Treasury.*

Statement showing the number and tonnage of enrolled and licensed vessels, and vessels licensed under twenty tons, employed in the cod and mackerel fishery, in each district of the United States, during the year ending 30th June, 1852.

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Districts.	Enrolled vessels.				Licensed vessels under twenty tons.				Total number of vessels.	Total tonnage.
	Cod fishery.		Mackerel fishery.		Cod fishery.		Mackerel fishery.			
	Number of vessels.	Tons and 95ths.	Number of vessels.	Tons and 95ths.	Number of vessels.	Tons and 95ths.	Number of vessels.	Tons and 95ths.		
Passamaquoddy, Maine.....	11	439 35	11	686 34	3	44 82	.....	.....	25	1,170 56
Machias.....do.....	7	262 29	.....	.....	11	112 94	.....	.....	18	375 28
Frenchman's Bay, do.....	202	13,348 45	12	600 81	40	310 19	.....	.....	254	14,259 50
Penobscot.....do.....	207	11,240 39	55	3,031 34	19	232 28	.....	.....	281	14,504 05
Belfast.....do.....	129	5,527 05	55	3,051 89	23	285 63	.....	.....	207	8,864 62
Bangor.....do.....	9	433 29	4	275 72	5	41 48	.....	.....	18	750 54
Waldoboro'.....do.....	145	4,519 01	28	1,116 82	90	1,117 47	0	93 75	269	6,847 15
Wiscasset.....do.....	not given	2,424 39	not given	1,884 33	27	328 52	.....	.....	27	4,637 29
Bath.....do.....	38	1,484 18	22	1,119 60	39	533 39	4	69 01	103	3,206 23
Portland.....do.....	84	3,650 44	82	5,506 53	14	210 68	2	30 78	182	9,398 53
Saco.....do.....	7	230 88	6	188 11	.....	.....	.....	.....	13	419 04
Kennebunk.....do.....	20	895 27	1	54 93	9	98 87	.....	.....	30	1,049 17
York.....do.....	7	172 58	3	76 44	2	22 24	.....	.....	12	271 31
Portsmouth, New Hampshire.....	41	2,128 00	11	855 15	7	99 46	.....	.....	59	3,082 61
Newburyport, Massachusetts.....	75	4,987 47	47	2,728 47	.....	.....	.....	.....	122	7,715 94
Ipawich.....do.....	.....	.....	1	89 80	.....	.....	.....	.....	1	88 80
Gloucester.....do.....	275	14,966 57	250	14,353 90	58	416 03	.....	.....	583	29,736 55
Salem.....do.....	47	3,336 73	14	946 08	1	8 10	.....	.....	62	4,290 91
Marblehead.....do.....	76	4,624 57	18	742 03	9	99 23	.....	.....	103	5,465 83
Boston.....do.....	21	945 75	83	8,224 18	9	121 44	.....	.....	113	9,291 42
Plymouth.....do.....	83	5,169 18	32	1,765 39	10	115 18	.....	.....	125	7,049 75
Fall River.....do.....	.....	.....	.....	.....	2	26 71	.....	.....	2	26 71
New Bedford.....do.....	4	181 26	2	95 47	16	217 59	.....	.....	22	494 37

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Barnstable.....do.....	164	19,268 82	231	21,103 14	6	144 16	.....	.....	401	40,616 16
Edgartown.....do.....	7	472 82	.....	.....	.....	.....	.....	.....	7	472 82
Nantucket.....do.....	4	226 27	5	304 81	.....	.....	.....	.....	9	531 13
Providence, Rhode Island.....	.....	.....	.....	.....	12	125 52	.....	.....	12	125 52
Newport.....do.....	3	193 32	7	365 70	4	45 30	.....	.....	14	609 37
New London, Connecticut.....	88	4,850 71	10	1,425 28	28	397 06	.....	.....	132	6,673 10
Stonington.....do.....	40	1,784 73	.....	.....	14	180 41	.....	.....	54	1,965 19
Middletown.....do.....	1	35 49	3	128 02	.....	.....	.....	.....	4	174 46
New Haven.....do.....	.....	.....	.....	.....	3	41 02	.....	.....	3	41 02
Greenport, New York.....	27	1,232 76	.....	.....	.....	.....	.....	.....	27	1,232 76
	1,822	109,037 66	999	70,720 83	461	5,376 26	12	193 59	3,294	185,328 44

TREASURY DEPARTMENT, *Register's Office*, November 16, 1853.

F. BIGGER, *Register*.

N.

*Statement of the tonnage of the United States, from 1821 to 1853 inclusive, showing the registered tonnage employed in the foreign trade; enrolled and licensed tonnage in the coasting trade, cod fishery, mackerel fishery, and whale fishery; the licensed tonnage under twenty tons in the coasting trade and cod fishery; also the registered tonnage employed in the whale fishery and steam navigation, and the enrolled tonnage employed in steam navigation.*

Year.	Registered tonnage.	Enrolled and licensed tonnage employed in the				Licensed tonnage under twenty tons in the		Total tonnage.	Registered tonnage employed in the		Enrolled tonnage employed in steam navigation.
		Coasting trade.	Cod fishery.	Mackerel fishery.	Whale fishery.	Coasting trade.	Cod fishery.		Whale fishery.	Steam navigation.	
Tons and 95ths.											
1821	619,896 40	559,435 57	51,351 49	.....	1,924 40	55,408 80	10,941 89	1,298,958 70	26,070 83	.....	.....
1822	628,150 41	573,080 02	58,405 35	.....	3,133 50	51,108 92	10,820 82	1,324,099 17	45,449 42	.....	.....
1823	639,920 76	568,408 88	67,040 72	.....	685 37	51,396 17	11,213 63	1,336,565 68	39,918 13	.....	24,879 03
1824	669,972 01	589,223 01	68,238 87	.....	180 08	52,340 03	9,208 33	1,389,163 02	33,165 70	.....	21,009 73
1825	770,788 08	587,273 07	70,626 09	.....	.....	53,588 43	10,836 17	1,423,111 77	35,379 24	.....	23,061 02
1826	737,978 15	606,420 44	63,534 54	.....	226 83	55,910 04	10,120 73	1,534,190 83	41,757 32	.....	34,058 75
1827	747,170 44	732,937 65	73,709 82	.....	338 94	56,220 81	10,229 02	1,620,607 78	45,653 21	.....	40,197 75
1828	773,300 07	758,922 12	74,765 40	.....	180 34	56,192 22	10,988 11	1,674,348 31	64,621 08	.....	39,419 12
1829	850,142 88	490,468 05	97,888 91	.....	.....	18,390 05	13,390 05	1,260,797 81	57,234 38	.....	54,036 81
1830	576,475 33	496,639 51	58,041 44	35,973 38	792 87	20,338 62	3,515 13	1,191,776 43	38,911 82	1,418 80	63,052 89
1831	620,451 92	516,086 18	57,238 55	46,210 80	481 82	23,637 56	3,739 26	1,267,848 29	82,315 79	877 33	68,568 30
1832	686,989 77	624,159 04	51,725 19	47,427 72	377 47	25,468 36	3,302 51	1,439,450 21	72,868 84	160 86	90,632 93
1833	750,026 72	717,422 52	58,569 18	48,725 43	478 39	26,776 08	4,151 52	1,606,149 94	101,159 17	544 50	101,300 01
1834	857,438 42	755,462 55	52,472 92	61,082 11	364 16	28,156 10	3,930 73	1,758,907 14	108,060 14	340 23	122,474 74
1835	885,821 00	906,611 50	.....	.....	.....	27,858 11	4,608 83	1,824,940 14	.....	.....	.....
1836	897,774 51	846,116 35	58,413 92	46,424 25	1,573 20	26,906 81	4,893 40	1,882,102 65	144,680 50	454 03	145,102 30
1837	810,447 29	927,249 70	76,054 74	46,810 90	1,894 86	29,730 85	5,497 16	1,896,685 69	127,241 81	1,104 00	153,640 87

1838	822,501 86	1,008,146 43	63,073 77	56,649 16	5,229 55	32,958 70	6,090 18	1,995,639 80	119,629 89	2,791 15	190,632 43
1839	834,244 54	1,120,310 63	65,167 67	35,983 87	439 69	33,241 20	7,091 01	2,090,478 81	131,845 25	5,149 28	189,878 71
1840	899,764 69	1,144,664 34	67,926 48	28,269 19	.....	32,030 12	8,109 17	2,180,764 16	136,926 64	4,154 94	198,184 30
1841	945,803 42	1,076,036 18	60,556 05	11,321 13	.....	31,031 70	5,995 70	2,130,744 37	157,405 17	745 87	174,342 44
1842	975,358 74	1,018,253 17	49,941 48	16,096 83	377 31	27,500 22	4,862 79	2,092,390 69	151,612 74	4,701 39	225,049 71
1843	1,009,305 01	1,048,208 46	54,901 36	11,775 70	142 33	27,947 13	6,322 84	2,158,692 93	152,374 86	5,373 36	231,494 22
1844	1,068,764 91	1,078,867 62	78,178 88	16,170 66	320 14	30,746 77	7,045 86	2,280,095 07	168,293 63	6,909 42	265,269 80
1845	1,095,172 44	1,190,898 27	69,825 66	21,413 16	206 92	32,320 45	7,165 01	2,417,002 06	190,695 65	6,491 51	319,527 07
1846	1,130,286 49	1,289,870 89	72,516 17	36,463 16	439 58	25,706 28	6,802 14	2,562,054 81	186,980 16	6,286 89	341,600 08
1847	1,241,312 92	1,452,623 35	70,177 52	31,451 13	.....	35,978 15	7,502 60	2,839,045 77	193,858 72	5,631 15	399,210 44
1848	1,360,886 85	1,620,988 16	82,651 82	43,558 78	432 75	38,328 67	7,194 62	3,154,041 86	192,179 90	16,067 58	411,823 40
1849	1,438,941 53	1,731,410 84	73,882 00	42,942 02	.....	38,965 18	7,873 62	3,334,015 29	180,186 29	20,869 56	441,524 64
1850	1,565,711 22	1,755,796 42	85,646 30	58,111 94	.....	42,027 66	8,160 34	3,535,454 23	146,016 71	44,942 25	481,004 05
1851	1,726,307 23	1,854,317 90	87,475 89	50,539 02	.....	45,658 36	8,140 88	3,772,439 43	181,644 52	62,390 13	521,216 87
1852	1,899,448 20	2,008,021 48	102,659 37	72,546 18	.....	47,851 41	7,913 73	4,138,440 47	193,797 77	79,704 39	563,536 30
1853	2,103,674 20	2,082,782 07	99,989 80	59,850 48	.....	51,476 23	9,237 55	4,407,010 43	193,203 44	90,519 69	514,097 87

TREASURY DEPARTMENT, Register's Office, November 18, 1853

F. BIGGER, Register.

## O.

*Gold and silver coinage at the Mint of the United States in the several years from its establishment, in 1792, and including the coinage of the branch mints from the commencement of their operations, in 1838, to October 31, 1853.*

Years.	Gold.	Silver.	Aggregate.
	Value.		
1793 .....	\$71,485 00	\$370,683 80	\$442,168 80
1794 .....			
1795 .....			
1796 .....			
1797 .....	102,727 50	79,077 50	181,805 00
1798 .....	103,422 50	12,591 45	116,013 95
1799 .....	205,610 00	330,291 00	535,901 00
1800 .....	213,285 00	423,515 00	636,800 00
1801 .....	317,760 00	224,296 00	542,056 00
1802 .....	422,570 00	74,758 00	497,328 00
1803 .....	423,310 00	58,343 00	481,653 00
1804 .....	258,377 50	87,118 00	345,495 50
1805 .....	258,642 50	100,340 50	358,983 00
1806 .....	170,367 50	149,388 50	319,756 00
1807 .....	324,505 00	471,319 00	795,824 00
1808 .....	437,495 00	597,448 75	1,034,943 75
1809 .....	284,665 00	634,300 00	968,965 00
1810 .....	169,375 00	707,376 00	876,751 00
1811 .....	501,435 00	638,773 50	1,140,208 50
1812 .....	497,905 00	608,340 00	1,106,245 00
1813 .....	290,435 00	814,029 50	1,104,464 50
1814 .....	477,140 00	620,951 50	1,098,091 50
1815 .....	77,270 00	561,687 50	638,957 50
1816 .....	3,175 00	17,308 00	20,483 00
1817 .....	-----	28,575 75	28,575 75
1818 .....	-----	607,783 50	607,783 50
1819 .....	242,949 00	1,070,454 50	1,313,394 50
1820 .....	258,615 00	1,140,000 00	1,398,615 00
1821 .....	1,319,030 00	501,680 70	1,820,710 70
1822 .....	189,325 00	825,762 45	1,015,087 45
1823 .....	88,980 00	805,806 50	894,786 50
1824 .....	72,425 00	835,550 00	967,975 00
1825 .....	93,200 00	1,752,477 00	1,845,677 00
1826 .....	156,335 00	1,564,583 00	1,720,968 00
1827 .....	92,245 00	2,002,090 00	2,094,335 00
1828 .....	131,565 00	2,869,200 00	3,000,765 00
1829 .....	140,145 00	1,575,600 00	1,715,745 00
1830 .....	295,717 50	1,994,578 00	2,290,295 50
1831 .....	643,105 00	2,495,400 00	3,138,505 00
1832 .....	714,270 00	3,175,600 00	3,889,870 00
1833 .....	798,435 00	2,579,000 00	3,377,435 00
1834 .....	978,550 00	2,759,000 00	3,737,550 00
1835 .....	3,954,270 00	3,415,002 00	7,369,272 00
1836 .....	2,186,175 00	3,443,003 00	5,629,178 00
1837 .....	4,135,700 00	3,606,100 00	7,741,800 00
1838 .....	1,148,305 00	2,096,010 00	3,244,315 00
1839 .....	1,809,595 00	2,333,243 00	4,142,838 00
1840 .....	1,355,885 00	2,189,296 00	3,545,181 00
1841 .....	1,675,302 50	1,726,703 00	3,402,005 50
1842 .....	1,091,597 50	1,132,750 00	2,224,347 50
1843 .....	1,834,170 50	2,332,750 00	4,166,920 50
1844 .....	8,108,797 50	3,834,750 00	11,943,547 50

## O—Continued.

Years.	Gold.	Silver.	Aggregate.
	Value.		
1844 .....	\$5,428,230 00	\$2,235,550 00	\$7,663,780 00
1845 .....	3,756,447 50	1,873,200 00	5,629,647 50
1846 .....	4,034,177 50	2,558,580 00	6,592,757 50
1847 .....	20,221,385 00	2,374,450 00	22,595,835 00
1848 .....	3,775,512 50	2,040,050 00	5,815,562 50
1849 .....	9,007,761 50	2,114,950 00	11,122,711 50
1850 .....	31,981,738 50	1,866,100 00	33,847,838 50
1851 .....	62,614,492 00	774,397 00	63,388,889 00
1852 .....	56,846,187 50	999,410 00	57,845,597 50
1853 .....	46,998,945 60	6,996,255 00	53,995,200 60
Total .....	283,790,565 60	86,217,626 90	370,008,192 50

The statements for each year from 1796 to 1852, inclusive, are to the 31st of December; those for 1853 are only to the 31st of October.

P.

*Statement exhibiting the amount of coin and bullion imported and exported, annually, from 1821 to 1853, inclusive; and also the amount of importation over exportation, and of exportation over importation, during the same years.*

Years ending—	COIN AND BULLION.			
	Imported.	Exported.	Excess of importat'n over exportation.	Excess of exportat'n over importation.
September 30.....1821...	\$8,064,890	\$10,478,059	.....	\$2,413,169
1822...	3,369,846	10,810,180	.....	7,440,334
1823...	5,097,896	6,372,987	.....	1,275,091
1824...	8,379,835	7,014,552	\$1,365,283	.....
1825...	6,150,765	8,932,034	.....	2,781,269
1826...	6,880,966	4,704,533	2,176,433	.....
1827...	8,151,130	8,014,830	136,250	.....
1828...	7,489,741	8,243,476	.....	753,735
1829...	7,403,612	4,924,020	2,479,592	.....
1830...	8,155,964	2,178,773	5,977,191	.....
1831...	7,305,945	9,014,931	.....	1,708,986
1832...	5,907,504	5,656,340	251,164	.....
1833...	7,070,368	2,611,701	4,458,667	.....
1834...	17,911,632	2,076,758	15,834,874	.....
1835...	13,131,447	6,477,775	6,653,672	.....
1836...	13,400,831	4,324,336	9,076,545	.....
1837...	10,516,414	5,976,249	4,540,165	.....
1838...	17,747,116	3,508,046	14,239,070	.....
1839...	5,595,176	8,776,743	.....	3,181,567
1840...	8,882,813	8,417,014	465,799	.....
1841...	4,988,633	10,034,332	.....	5,045,699
1842...	4,087,016	4,813,539	.....	726,523
9 months, to June 30, 1843...	22,390,559	1,520,791	20,869,768	.....
Year ending June 30, 1844...	5,830,429	5,454,214	376,215	.....
1845...	4,070,242	8,606,495	.....	4,536,253
1846...	3,777,732	3,905,263	.....	127,536
1847...	24,121,289	1,907,024	22,214,265	.....
1848...	6,360,224	15,841,616	.....	9,481,392
1849...	6,651,240	5,404,648	1,246,592	.....
1850...	4,628,792	7,522,994	.....	2,894,202
1851...	5,453,592	29,472,752	.....	24,019,160
1852...	5,503,544	42,674,135	.....	37,170,591
1853...	4,201,382	27,486,875	.....	23,285,493
Total.....	278,678,615	293,158,070	112,361,545	126,841,000

TREASURY DEPARTMENT,  
Register's Office, December 1, 1853.

F. BIGGER, Register.



Q.

*Lease and contract of Bank of Commerce and Bank of the State of New York to the United States.*

This indenture, made the nineteenth day of August, in the year of our Lord eighteen hundred and fifty-three, between the Bank of the State of New York, party of the first part, and the United States of America, by James Guthrie, Secretary of the Treasury of the United States, acting under authority of the act of Congress approved March 3, 1853, which provides for the establishment of an assay office in the city of New York, party of the second part, witnesseth, that the said party of the first part, in consideration of the rents and covenants herein contained, hath demised, leased, and to farm let, and by these presents doth demise, lease, and to farm let, unto the said party of the second part and its assigns, the lot or parcel of land now owned and occupied by the said party of the first part, situate on the northerly side of Wall street, in the city and State of New York, and bounded on the easterly side by the property now owned and occupied by the Bank of Commerce, in New York, and on the westerly side by an alley or open space of ground between the banking-house and lot of the said party of the first part and the custom-house, said lot or parcel of ground being thirty-seven feet five inches wide in front on Wall street, and the same width in the rear, and one hundred and twenty or one hundred and twenty-one feet deep; also the equal undivided half, and all the right and interest of the said party of the first part of, in, or to, the said alley or open space of ground: to have and to hold the said lot or parcel of land and the said alley or open space of ground, with all and singular the hereditaments and appurtenances thereunto belonging, to the said party of the second part and its assigns, for and during the full end and term of fifteen years from the fifteenth day of September next, on which day possession is to be delivered to the said party of the second part, yielding and paying therefor the annual rent of twenty-eight thousand dollars, payable semi annually on the first days of January and July in each year; which said rent the said party of the second part covenants to pay to the said party of the first part or its assigns.

And the said party of the first part does hereby grant, covenant, and agree to and with the said party of the second part and its assigns, that the said party of the second part and its assigns shall quietly and peaceably hold and enjoy the said demised premises during the term without the let, hindrance, or disturbance of any person or persons lawfully claiming or to claim the same, or any part thereof; and that the said party of the first part will bear and pay all taxes, charges, and assessments, ordinary and extraordinary, upon the said demised premises during the term. And further, that the said party of the second part and its assigns shall be at full liberty to make any and all such alterations in the buildings now on said premises, and to construct such other buildings thereon, as the said party of the second part or its assigns shall deem proper, provided the value of the buildings on the premises at the end of the term shall be as great as the value of the buildings now standing thereon, saving natural wear and decay and such injuries as the buildings may sustain by fire or tempest.

And the said party of the first part does further grant, covenant, and agree to and with the said party of the second part and its assigns, that the said party of second part and its assigns shall have the right, liberty, and privilege of purchasing the said demised premises at any time during the term for the price or sum of two hundred and eighty thousand dollars. And further, that in case the said party of the second part or its assigns shall elect to purchase the said premises at any time within two years after the commencement of the term, then interest on the aforesaid price or sum of two hundred and eighty thousand dollars, at the rate of six per centum per annum, from the commencement of the term to the time of making such election, shall be added to the said price; and from the aggregate sum shall be deducted all sums which may have been paid for rent in the mean time; and the balance shall be the price or sum to be paid on making such purchase.

And the said party of the first part does further grant, covenant, and agree, that, on being paid or tendered the price above provided for, it will immediately grant and convey the said demised premises to the said party of the second part or its assigns, in fee-simple, with the usual full covenants of seizin, warranty against incumbrances and charges of any and all kinds, and for further assurance.

It is further mutually covenanted and agreed, that in making such purchase, this demise and everything herein contained shall cease and determine.

In witness whereof, the said party of the first part has executed this agreement in the manner specified in a resolution of its board of directors, a copy of which resolution is hereon endorsed. And the said party of the second part has executed this agreement by affixing thereto the official seal and signature of the said Secretary of the Treasury.

[BANK SEAL.]

[TREASURY SEAL.]

C. W. LAWRENCE, *President.*

R. WITHERS, *Cashier.*

JAMES GUTHRIE,

*Secretary of the Treasury.*

At a meeting of the board of directors of the Bank of the State of New York, held at their banking-house in the city of New York, on the nineteenth (19th) day of August, 1853, the draught of a lease and contract between the Bank and the United States of America was laid before the board; by which lease and contract, when executed, the bank will, among other things, demise its banking-house and lot on Wall street, in the city of New York, to the said United States for the term of fifteen years, at the annual rent of twenty-eight thousand dollars, with the right in the said United States to purchase the property on certain terms, which said writing also contains several other covenants and stipulations; and it was thereupon

*Resolved*, That the bank do make and enter into such lease and contract, with all the covenants and stipulations therein contained, and that the same be executed on the part of the bank by the president and cashier, who shall subscribe their names and affix thereto the corporate seal of the bank.

It is understood that possession will be given on the fifteenth of September.

Passed unanimously by the board on Friday morning, 19th August, 1853.

I certify the above to be a true copy of the minutes.

R. WITHERS, *Cashier*.

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This indenture, made the nineteenth day of August, in the year of our Lord eighteen hundred and fifty three, between the Bank of the State of New York, party of the first part, and the United States of America, by James Guthrie, Secretary of the Treasury of the United States, acting under authority of the act of Congress approved March 3, 1853, which provides for the establishment of an assay office in the city of New York, party of the second part, witnesseth, that the said party of the first part, in consideration of the rents and covenants herein contained, hath demised, leased, and to farm let, and by these presents doth demise, lease, and to farm let, unto the said party of the second part and its assigns, the lot or parcel of land now owned and occupied by the said party of the first part, situate on the northerly side of Wall street, in the city and State of New York, and bounded on the easterly side by the property now owned and occupied by the Bank of Commerce in New York, and on the westerly side by an alley or open space of ground between the banking-house and lot of the said party of the first part and the custom-house, said lot or parcel of ground being thirty-seven feet five inches wide in front on Wall street, and the same width in the rear, and one hundred and twenty or one hundred and twenty-one feet deep; also the equal undivided half, and all the right and interest of the said party of the first part of, in, or to, the said alley or open space of ground: to have and to hold the said lot or parcel of land and the said alley or open space of ground, with all and singular the hereditaments and appurtenances thereunto belonging, to the said party of the second part and its assigns, for and during the full end and term of fifteen years from the fifteenth day of September next, on which day possession is to be delivered to the said party of the second part, yielding and paying therefor the annual rent of twenty eight thousand dollars, payable semi-annually on the first days of January and July in each year; which said rent the said party of the second part covenants to pay to the said party of the first part or its assigns.

And the said party of the first part does hereby grant, covenant, and agree to and with the said party of the second part and its assigns, that the said party of the second part and its assigns shall quietly and peaceably hold and enjoy the said demised premises during the term without the let, hindrance or disturbance of any person or persons lawfully claiming or to claim the same, or any part thereof; and that the said party of the first part will bear and pay all taxes, charges and assessments, ordinary and extraordinary, upon the said demised premises during the term; and further, that the said party of the second part and its assigns shall be at full liberty to make any and all such alterations in the buildings now on said premises, and to construct such other buildings thereon, as the said party of the second part or its assigns shall

deem proper; provided the value of the buildings on the premises at the end of the term shall be as great as the value of the buildings now standing thereon, saving natural wear and decay, and such injuries as the buildings may sustain by fire or tempest.

And the said party of the first part does further grant, covenant, and agree to and with the said party of the second part and its assigns, that the said party of the second part and its assigns shall have the right, liberty and privilege of purchasing the said demised premises at any time during the term for the price or sum of two hundred and eighty thousand dollars; and further, that in case the said party of the second part or its assigns shall elect to purchase the said premises at any time within two years after the commencement of the term, then interest on the aforesaid price or sum of two hundred and eighty thousand dollars, at the rate of six per centum per annum from the commencement of the term to the time of making such election, shall be added to the said price, and from the aggregate sum shall be deducted all sums which may have been paid for rent in the mean time; and the balance shall be the price or sum to be paid on making such purchase.

And the said party of the first part does further grant, covenant, and agree, that on being paid or tendered the price above provided for, it will immediately grant and convey the said demised premises to the said party of the second part or its assigns in fee simple, with the usual full covenants of seizin, warranty against incumbrances and charges of any and all kinds, and for further assurance.

It is further mutually covenanted and agreed, that in making such purchase this demise and everything herein contained shall cease and determine.

In witness whereof, the said party of the first part has executed this agreement in the manner specified in a resolution of its board of directors, a copy of which resolution is hereon endorsed; and the said party of the second part has executed this agreement by affixing thereto the official seal and signature of the said Secretary of the Treasury.

[BANK SEAL.]

[TREASURY SEAL.]

C. W. LAWRENCE, *President.*

R. WITHERS, *Cashier.*

JAMES GUTHRIE,

*Secretary of the Treasury.*

At a meeting of the board of directors of the Bank of the State of New York, held at their banking-house in the city of New York, on the nineteenth (19th) day of August, 1853, the draught of a lease and contract between the bank and the United States of America was laid before the board; by which lease and contract, when executed, the bank will, among other things, demise its banking-house and lot on Wall street, in the city of New York, to the said United States for the term of fifteen years, at the annual rent of twenty-eight thousand dollars, with the right in the said United States to purchase the property on certain terms, which said writing also contains several other covenants and stipulations; and it was thereupon

*Resolved*, That the bank do make and enter into such lease and contract, with all the covenants and stipulations therein contained, and that

the same be executed on the part of the bank by the president and cashier, who shall subscribe their names and affix thereto the corporate seal of the bank.

It is understood that possession will be given on the fifteenth of September.

Passed unanimously by the board on Friday morning, 19th August, 1853.

I certify the above to be a true copy of the minutes.

R. WITHERS, *Cashier.*

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R.

*Circular to collectors, upon their appointment to office, relative to inspectors, &c.*

TREASURY DEPARTMENT,  
*April 1, 1853.*

SIR: The President having appointed you to the responsible office of collector of the customs at ———, you will please regard that appointment as proof of his full confidence that you will zealously, within the line of your duty, second his purpose to improve the condition of the public revenue in all its branches.

If extravagance in the public expenditures, negligence in the performance of official duty, or other irregularities or abuses, have heretofore prevailed in the custom-house at ———, or if improvements of any kind can be introduced into its administration, you cannot too soon enter upon the task of reforming what has been amiss, and introducing a more energetic, vigilant, and economical system. You will have occasion to select and recommend for my approval, inspectors and other subordinate officers of the customs, and your services in the work of reform will necessarily depend in a great degree upon the character of the persons you may choose for that purpose.

It is my aim and wish to infuse vigilance, fidelity, and economy into the public service committed to my care; to appoint the most faithful agents, to compensate them fairly, as far as the law will permit, for the services actually required and rendered, and to supersede all sinecures and persons not fully adapted to their proper employment.

With these views, I have to request, in making nominations to fill the offices indicated, you will give me the proper information upon the following points:

- 1st. The compensation proposed in each case;
- 2d. The age of the respective persons;
- 3d. Their present pursuits or occupation; and
- 4th. The knowledge you have, or opinion you have, of their character for business habits, sobriety, industry, and activity.

Very respectfully, your obedient servant,

JAMES GUTHRIE,  
*Secretary of the Treasury.*

*List of confidential agents appointed by the late Secretary of the Treasury, from September, 1850, to March, 1853.*

M. P. Bemis, appointed 20th September, 1850—\$3 per diem, to 20th December.

J. T. Buck, appointed 20th September, 1850—\$3 per diem, to 20th December.

James Leonard, appointed 26th September, 1850—to depend on results.

Dr. Wm. Noble, appointed 28th September, 1850—\$3 per diem, to 20th December.

Gideon Searl, appointed 3d October, 1850—\$3 per diem, to 20th December.

I. D. Andrews, appointed 7th October, 1850—\$6 per diem, mileage, and reasonable allowance for clerk hire.

N. P. Tallmadge, appointed 23d October, 1850—\$3 per diem, and 10 cents per mile, continued to February, 1853.

\*R. H. Thayer, appointed 28th October, 1850—\$100 per month, till 1st January, 1851.

T. L. Harris, appointed 28th October, 1850—\$100 per month, to 1st January, 1851.

H. B. Lathrop, appointed 28th October, 1850—\$1,200 per annum, to February, 1853.

J. H. C. Mudd, appointed 6th December, 1850—\$3,000 per annum.

A. Baker, appointed 20th December, 1850—\$3 per day, to 20th March, 1851.

Louis Gaylord Clark, appointed 8th January, 1851—\$100 per month, 3 months.

James R. Thompson, appointed 18th January, 1851—\$100 per month, 3 months.

Robt. S. Collins, appointed 31st January, 1851—\$100 per month, to 1st May.

Silas M. Stillwell, appointed 6th February, 1851—\$100 per month, to 6th May.

Jos. J. Swift, appointed 5th March, 1851—\$100 per month, to 1st June.

Kennet J. White, appointed 21st April, 1851—\$100 per month, for 3 months.

Bononi Thompson, appointed 19th April, 1851—\$100 per month, for 8 months.

James E. Harvey, appointed 8th May, 1851—\$1,500 per annum, to December, 1852.

A. H. Greene, appointed 9th May, 1851—\$100 for expenses.

Thos. C. Hambly, appointed 20th May, 1851—\$2,500 per annum, to November 1, 1852.

O. L. Sheldon, appointed 27th May, 1851—\$100 per month, 3 months.

A. H. Wells, appointed 2d June, 1851—\$100 per month, 4 months.

Alfred Thomas, appointed 1st August, 1851—\$1,500 per annum, 4 months.

A. H. Greene, appointed 27th September, 1851—\$150 for the service.

Jno. M. Waterhouse, appointed 9th October, 1851—\$100 per month, for 4 months.

Jno. A. Clarke, appointed 15th October, 1851—\$100 per month, contingent on success.

C. B. Stebbins, appointed 24th October, 1851—\$1,200 per annum.

Laurin Dewey, appointed 20th February, 1852—\$100 per month, till August.

N. L. Pitcher, appointed 8th April, 1852—\$100 per month, 3 months.

Henry Dimmock, appointed 29th April, 1852—\$1,200 per annum.

Ed. W. McGaughey, appointed 28th June, 1852—\$5 per day.

Levi C. Turner, appointed 30th June, 1852—\$4 per day, to 1st November.

Geo. W. Pleasants, appointed October, 1852—\$6 per day, and 10 cents per mile.

A. H. Greene, appointed 18th October, 1852—\$300 for the service.

Ed. W. Johnson, appointed November, 1852—\$1,500 per annum, to 1st March.

Alfred Thomas, appointed 1st December, 1852—\$400 for the service.

Jno. G. Camp, appointed 1st December, 1852—\$5 per day to 1st March.

Thos. W. Tipton, appointed 1st December, 1852—\$500, to 1st March.

Z. Platt, appointed 1st December, 1852—\$2,000 in all.

Samuel Ward, appointed 25th February, 1853—\$1,000 advanced.

\* Withdrawn, and N. G. King, of Albany, appointed for four months from 18th March, 1851.

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## T.

*List of officers dropped from the Revenue Cutter service, April 14, 1853.*

### [CAPTAINS.

Ezekiel Jones,  
Gilbert Knapp,  
Wm. B. Whitehead,  
Wm. W. Polk,  
L. C. Harby.

### FIRST LIEUTENANTS.

Beverly Diggs,  
Arnold Burroughs,  
Nicholas Austin,  
Charles Grover, deceased.

### SECOND LIEUTENANTS.

A. G. Cook,  
G. W. King.

## THIRD LIEUTENANTS.

J. A. Underwood,  
A. S. Cushman,  
Thos. L. Gott,  
J. De Lagnelle,  
Wm. D. Kennon,  
R. A. Morsell,  
Charles H. Wheeler,  
S. W. Gillett,  
J. E. Wilson,

Thomas Osborne,  
John M'G. Nones,  
Wm. G. Nimmo,  
D. C. Constable,  
Edwin Hulburt,  
P. V. R. Linn,  
J. H. Nimmo,  
A. S. Hatch,  
C. W. Van Rensselaer.

*List of revenue cutters, with their officers attached, corrected to November 1, 1853.*

*Revenue cutter "Taney," at Eastport, Maine.*—Joseph Noyes, captain; W. S. Bell, first lieutenant; Thomas Moffatt, second lieutenant; W. B. Berryman, third lieutenant.

*Revenue cutter "Caleb Cushing," at Portland, Maine.*—Green Walden, captain; John A. Webster, first lieutenant; D. G. F. Gardner, second lieutenant; John A. Underwood, third lieutenant.

*Revenue cutter "Morris," at Boston, Massachusetts.*—John Whitcomb, captain; John L. Prouty, first lieutenant; A. D. Stanford, second lieutenant; S. N. Miller, third lieutenant.

*Revenue cutter "James Campbell," at New London, Connecticut.*—N. L. Coste, captain; John Carson, first lieutenant; W. H. Gladding, second lieutenant; Wm. A. Tennison, third lieutenant.

*Revenue brig "Washington," at New York, N. Y.*—Francis Martin, captain; John Faunce, first lieutenant; W. H. Slack, second lieutenant; D. C. Constable, third lieutenant.

*Revenue cutter "Forward," at Wilmington, Delaware.*—H. B. Nones, captain; Charles W. Bennett, first lieutenant; John M. Jones, second lieutenant; R. A. Morsell, third lieutenant.

*Revenue cutter "Campbell," at Norfolk, Virginia.*—John A. Webster, captain; Robert K. Hudgins, first lieutenant; Wm. J. Rodgers, second lieutenant; J. E. Wilson, third lieutenant.

*Revenue cutter "James C. Dobbin," at Wilmington, North Carolina.*—Thomas Sands, captain; George Clarke, first lieutenant; G. R. Slicer, second lieutenant; J. M. Nones, third lieutenant.

*Revenue cutter "Hamilton," at Charleston, South Carolina.*—Thomas C. Rudolph, captain; Camillus Saunders, first lieutenant; W. B. Richmond, second lieutenant; E. C. Hine, third lieutenant.

*Revenue cutter "Jackson," at Savannah, Georgia.*—Robert Day, captain; Osmond Peters, first lieutenant; D. Davenport, second lieutenant; Zachary Forrest, third lieutenant.

*Revenue cutter "Robt. McClelland," at Mobile, Alabama.*—Douglass Otinger, captain; J. J. Morrison, first lieutenant; James D. Usher, second lieutenant; J. G. Bond, third lieutenant.

*Revenue cutter "Duane," at New Orleans, Louisiana.*—Richard Ev-



ans, captain; J. G. Breshwood, first lieutenant; E. H. Cummins, second lieutenant; Charles H. Wheeler, third lieutenant.

*Revenue boat "Sea Drift," at Key West, Florida.*—Wm. B. Randolph, first lieutenant, in command.

*Revenue cutter "Ingham," at Detroit, Michigan.*—\_\_\_\_\_, captain; Charles A. Mack, first lieutenant; E. W. Watson, second lieutenant; John F. Schultz, third lieutenant.

*Revenue cutter "Harrison," at Oswego, New York.*—\_\_\_\_\_, captain; John S. Stull, first lieutenant; W. N. J. Godwin, second lieutenant; B. J. Kellum, third lieutenant.

*Revenue cutter "Wm. L. Marcy," at San Francisco, California.*—Steven Cornell, captain; A. L. Hyde, first lieutenant; Henry Wilkinson, second lieutenant; James H. Merryman, third lieutenant.

*Revenue cutter "Jefferson Davis," at Puget's Sound, Oregon Territory.*—W. C. Pease, captain; E. O. Murden, first lieutenant; J. H. Kellogg, second lieutenant; J. E. Harrison, third lieutenant.

## U.

*Circulars to Treasurer and Assistant Treasurers.*

TREASURY DEPARTMENT, June 28, 1853.

Sir: Upon application being made to you for that purpose, by any disbursing officer of the government, you will please receive on deposit from him any public money which may be in his hands, and permit him to check out the same from time to time, and in such sums as the public service committed to his charge may require.

Very respectfully, your obedient servant,

JAMES GUTHRIE,

*Secretary of the Treasury.*

TREASURY DEPARTMENT, July 18, 1853.

Sir: The order addressed to you on the 28th ultimo, for receiving the deposits of public officers and permitting them to check for the same, is so far modified as to inhibit the said officers from checking on you for any sum less than five hundred dollars.

The object of this modification is to relieve you from the burden of small transactions, which are the most numerous as well as troublesome, whilst at the same time all the security is provided for moneys in the hands of disbursing officers which can be required.

In making your weekly reports, you will please accompany each with a list of the officers who may have deposited with you, and the balance at the credit of each at the close of Saturday's business.

Very respectfully, &c.,

JAMES GUTHRIE,

*Secretary of the Treasury.*

*To the Assistant Treasurers at St. Louis, Charleston, Philadelphia, and Boston.*

TREASURY DEPARTMENT, *September 28, 1853.*

SIR: Referring to my letter of the 18th July last, upon the request of deposits by public officers, I have now to say, that it is the wish of this department that they should receive all the accommodation in making their disbursements which can be afforded consistently with the attention due to other portions of your duty. The restriction of their checks to sums not under \$500 was intended as a temporary measure, and to prevent an undue pressure on your time, until the business should be fairly established and tried.

The Assistant Treasurers have never had an opportunity of forming some judgment of the nature of the business, and of the extent of it within the region of their offices; and it is desirable, if possible, that the restrictions should be altogether removed, or if not altogether removed, considerably reduced. In the sub-treasury at New York, where the largest amount of business has been done and will continue to be done, the Assistant Treasurer has already proposed a reduction to checks of \$25; and it is to be hoped, as the number below that sum would of course be inconsiderable, that he will in the end find that he can dispense with any restriction whatever.

The object of this letter is, therefore, to request that you will not impose a higher restriction than \$25, and to impress my hope that you can dispense with any restriction. It is not intended, where a number of payments are to be made at the same time, as in the case of troops or workmen, or pay-rolls, that you should have the trouble of distributing such payments; but, on the contrary, in such case you are to require the officers to draw the amount of such rolls in gross.

You will please forward, along with each weekly return transmitted, in duplicate, to this department and the Treasurer of the United States, a list of the public officers who have deposited with you, and the amount to the credit of each at the close of the business week or fractional period for which the return is made.

Very respectfully,

JAMES GUTHRIE,

*Secretary of the Treasury.*

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V.

*General Instructions.*

TREASURY DEPARTMENT, *June 15, 1853.*

SIR: It is deemed expedient by this department to require certain changes to be made by collectors in the form of their revenue accounts, and in the time at and for which they are rendered. With this view, abstracts are herewith enclosed, marked A, B, which will serve at once to indicate the changes intended, and as forms in lieu of those heretofore used.

1. You will perceive, by the caption of both abstracts, that they are designed for a month, and not for a quarter. These accounts are therefore required, from and after the close of the present quarter, to be rendered monthly instead of quarterly, as heretofore.

2. The first column of abstract A, headed "Date of receipt," is to show the exact day when each payment is made, instead of such payments being distinguished, as heretofore, by the name of the ship, upon the importation in which the duties accrued.

3. The column headed "Importer," is designed to show the name of the person who pays the duty credited; and the column marked "Description of goods," is designed to give, as fully as may be, the articles chargeable with such duty.

4. The column marked "No. of manifest or entry," is designed to show that such vouchers are hereafter required to be rendered with each abstract to which they belong, and to be entered and endorsed with consecutive numbers for convenient reference.

The remaining columns of this abstract, and those of abstract B, are believed to be sufficiently descriptive, without further explanation, of the entries therein required to be made.

The department desires that these forms shall be fully observed and used in all their columns by all collectors. But as it is supposed there may be some difficulty in the larger districts in filling the 2d, 3d, 4th, 5th, and 6th columns of abstract A, every collector, in whose district there is a naval officer, is allowed for the present, and until further notice, to enter the said particulars or not, at his discretion; but all other collectors are strictly required to insert the particulars indicated in the headings of the said columns.

These forms will in like manner be observed by the surveyors of the customs, who act as collectors in the collection of revenue.

In districts in which there are deputy collectors at other points than the port of entry, and who make collections and report to the collector of such district, such deputy collectors will, in like manner, observe and use abstract A, in making such reports; and the collector receiving the same, and the duties therein acknowledged, will transmit the abstract of his deputy, with his own, to the department.

The time at which the accounts of collectors, thus modified, are to be rendered, is immediately upon the close of each month. Two days, it is supposed, will be sufficient in the small districts, after the month ends, for closing the accounts and starting them by mail to the department; and in no district, it is hoped, will the time of transmission be allowed to exceed one week.

I am, very respectfully,

JAMES GUTHRIE,  
*Secretary of the Treasury.*

To \_\_\_\_\_, Esq.,  
*Collector of the Customs.*

## A.

*Abstract of duties on goods, wares, and merchandise, imported in \_\_\_\_\_ vessels into the district of \_\_\_\_\_ during the month of \_\_\_\_\_.*

Date of receipt.	Importer.	Ship.	When and whence arrived.	Number of manifest or entry.	Description of goods.	DUTIABLE VALUES.								Amount of duties.
						At 5 pr. ct.	At 10 pr. ct.	At 15 pr. ct.	At 20 pr. ct.	At 25 pr. ct.	At 30 pr. ct.	At 40 pr. ct.	At 100 pr. ct.	

## B.

*Abstract of excess of unascertained duties for the month of \_\_\_\_\_.*

Date of importation.	Importer.	Number of manifest or entry.	Vessel.	Unascertained duty.	When received.	Liquidated duty.	Excess.

## W.

*Abstract of balances standing unsettled on the books of the Treasury Department, showing the amount of said balances on the 4th of March, 1853, the amount closed by settlement or collection since that day, and the amount remaining due or unsettled.*

In what office and on what account the said balances arise.	Balance March 4, 1853.	Since closed by settlement or payment.	Remaining due or unsettled.
In the First Auditor's office, on account of old internal revenue and direct taxes, miscellaneous receipts and expenditures, revenue from customs, expenses of collecting revenue, light-houses and marine hospitals.....	\$90,339,594 96	\$16,894,879 70	\$73,444,715 26
In the Second Auditor's office, on account of the War Department....	874,049 42	78,034 01	796,015 41
In the Third Auditor's office, on account of the War Department....	17,457,101 60	9,350,991 19	8,106,110 41
In the Fourth Auditor's office, on account of the Navy Department....	9,085,335 46	3,423,929 01	5,662,406 45
In the Fifth Auditor's office, on account of foreign intercourse.....	12,622,534 59	377,438 64	12,245,095 95
In the Sixth Auditor's office, on account of the Post Office Department.....	466,619 45	5,706 43	440,913 02
In the office of the Commissioner of the General Land Office.....	1,675,468 61	2 175 52 349	1,326,293 09
Total.....	132,521,704 09	30,500,154 50	102,021,549 59

## X.

*Instructions to the First and Second Comptrollers of the Treasury and the Commissioner of Customs.*

TREASURY DEPARTMENT,  
November 21, 1853.

SIR: Having called upon the Register of the Treasury, and the Second, Third, and Fourth Auditors, for statements of the balances outstanding on their books on the 4th March last, including the portion closed by settlement or collection since that time, these officers have furnished statements for the several branches of the public service, the accounts of which are registered and kept in their offices respectively.

From these statements it appears that there remained unsettled on the books of the Register, on transactions subject to settlement in the office of the First Auditor of the Treasury, balances amounting to - \$73,444,715 26  
In the office of the Fifth Auditor, balances amounting to - 12,245,095 95

In the office of the Commissioner of the General Land Office, balances amounting to	-	\$1,326,293 09
On the books of the Second Auditor, relating to the War Department, balances amounting to	-	796,015 21
On the books of the Third Auditor, also relating to the War Department, balances amounting to	-	8,106,110 41
On the books of the Fourth Auditor, relating to the Navy Department, balances amounting to	-	5,662,406 45
Making in all	-	<u>\$101,580,636 57</u>

over and above the sum of \$30,474,448 07, closed by settlement or collection since the said 4th March.

These statements are herewith respectively transmitted for your consideration and action thereon.

The fact of this large amount of money open on the books of the Treasury Department, and the looseness and irregularity it implies, are very unsatisfactory, and must be remedied. They lead to the presumption of defects in, or the entire want of system for, the management of the business, and call imperatively for the adoption of a proper system, and for active and vigilant proceedings under it, to secure the rights of the United States involved in said balances. If a perfect system can be devised and put in operation, and proper efforts made by the officers of the department, I cannot doubt that an effectual change can be brought about in a state of the accounts so discreditable.

From the best examination I have been able to give to these statements, I conclude that, besides the current advances in the course of expenditure, a large portion of the balances might be settled and closed without difficulty, if the proper steps are taken to obtain the accounts and vouchers upon which the settlements depend. For another large portion suits have heretofore been directed, and are in the course of prosecution under the decision of the Solicitor. And there is another portion, in which, from the time the balances have been on the books, there can be but little prospect now of ever realizing anything from them. But there is another large portion, which, it is believed, may be collected by proper exertions, explanations and appeals, if the business is zealously undertaken, and without harassing the parties with suits, or subjecting them, or the United States, to costs.

As to the first-mentioned portion of these balances, it is not only derogatory to the government, but unjust to individuals, to keep alive balances against them on the books, which are not really due; and, as to the last, on which money is due, to neglect, from year to year, to make demand, and urge and enforce payment, is but to encourage defalcation and peculation upon the public treasury.

The tenth section of the act of 3d March, 1817, entitled "An act to provide for the prompt settlement of public accounts," provides that "it shall be the duty of the First Comptroller to superintend the recovery of all debts due to the United States, to direct suits and legal proceedings, and take all such measures as may be authorized by the laws to enforce the prompt payment of all debts due to the United States."

The second section of the act of the 15th May, 1820, provides, in the case of any collector of the revenue, receiver of public money, or other officer, who shall have received public money before it is paid into the

treasury of the United States, and who shall fail to render his accounts, or pay over the same in the manner or within the time required by law, that it shall be the duty of the First Comptroller of the Treasury to cause to be stated the account of such collector, receiver of public money, or other officer, exhibiting truly the amount due to the United States, and to certify the same to the agent of the treasury. And the third section of the same act provides, in the case of any officer employed, or who has heretofore been employed in the civil, military, or naval departments of the government, to disburse the public money appropriated for the service of those departments, and who shall fail to render his accounts, or to pay over in the manner and in the times required by law, or the regulations of the department to which he is accountable, any sum of money remaining in the hands of such officer, that it shall be the duty of the First or Second Comptroller of the Treasury, as the case may be, who shall be charged with the revision of such accounts, to cause to be stated and certified the accounts of such delinquent officer to the agent of the treasury.

The twelfth section of the act of 3d March, 1849, provides for the appointment of an officer in the Department of the Treasury, "to be called the Commissioner of Customs, who shall perform all the acts and exercise all the powers now devolved by law on the First Comptroller of the Treasury, relating to the receipts from customs, and the accounts of collectors and other officers of the customs, or connected therewith."

It follows, from these several provisions of law, that the duty therein prescribed, of causing the accounts to be stated, exhibiting truly the amount due to the United States, devolves—

1st. In respect to all receipts from the customs, and to the accounts of all the officers thereof, upon the Commissioner of Customs.

2d. In respect to accounts for all other receipts or advances in the civil department of the government, upon the First Comptroller of the Treasury.

3d. And in respect to accounts for receipts and advances in the military and naval departments, upon the Second Comptroller of the Treasury.

The duty of causing the accounts to be stated, "exhibiting truly the amount due to the United States," implies more, in my opinion, than the mere present or clerical statement of the account. It comprehends the supervision of all the preliminary steps which are usual and necessary to fix and ascertain the true condition of the debt, and the propriety of instituting suits; and it especially includes the transmission of the accounts to the individuals, and the consideration of their objections and vouchers, as a means of arriving at that condition. An explanation of the accounts, and an appeal and demand for payment, is due to every person before he is visited with the annoyance and discredit of a suit.

The responsibility of seeing that these preliminary measures are taken, rests with you; and the probability is, that if they are properly pursued, and immediately upon the defaulting officer going out of service, a resort to suit would rarely be necessary. Whenever it becomes indispensable, the preliminary correspondence would furnish information of the residence of the parties, their circumstances, and the defence, if any, likely to be made.

In this connexion I must call your attention to the penal provisions of the Independent Treasury act, and request that they may be invoked

in every case of default in which they may be proper, and not barred by the statute of limitations.

I have also to call your attention to the provisions of the act of 25th January, 1828, to prevent defalcations on the part of disbursing officers, and for other purposes, and to request that you will enjoin on the several auditing offices, and observe in your own, an exact attention to the restrictions contained therein.

With these views on the subject of this large debt, I have to request that you will respectively prepare, as soon as may be, the proper directions and instructions to the several Auditors, including the Commissioner of the General Land Office, whose accounts you revise, to proceed forthwith in the business of settling up and closing the accounts, and balances in question. The instructions should require each of the auditing officers—

1st. To open a docket of all the outstanding debts of officers and others out of service, the settlement of which appertains to his office, and to add to the docket, from time to time, the names and balances of others, as they may go out of office, or cease to receive or disburse. For this purpose, notice of these changes in office will be requested from the proper departments, and will be communicated to the proper Auditor by you, as received.

2d. To transmit immediately to the persons indebted, statements of their accounts, to explain the items in dispute, to demand and urge payment, and to ascertain, in the event of failure, their residence and circumstances, or, in the event of their death, of their estates and their legal representatives.

3d. In the event of inability to collect, to report the case to you, with the steps taken, and the information collected, to enable you to decide upon the propriety of instituting suits, or criminal proceedings, as the case may be.

4th. To make to you a report, at the end of each quarter, to be submitted to this department, of his proceedings, showing the number and amount of such debts on hand, the amount added during the quarter, and the amounts closed by settlement, or collection, during the quarter.

In communicating these orders and instructions to the auditing officers, you will please impress those officers with the great importance attached to the duty in hand, and to the necessity of their prosecuting it with energy and judgment.

I am, very respectfully, your obedient servant,

JAMES GUTHRIE,  
*Secretary of the Treasury.*

ELISHA WHITTLESEY, Esq.,  
*First Comptroller of the Treasury.*

J. M. BRODHEAD, Esq.,  
*Second Comptroller of the Treasury.*

H. J. ANDERSON, Esq.,  
*Commissioner of Customs.*



Y.

*Instructions relative to duty bonds.*

TREASURY DEPARTMENT,

September 9, 1853.

SIR: I enclose, herewith, a copy of a letter from the First Auditor of the Treasury, and of a statement enclosed in said letter, of the amount of bonds taken for duties in the several collection districts, which remained uncollected and outstanding on the 30th June, 1853. The whole amount is \$6,292,776 05; the several amounts composing which, for the respective districts, now stand as debits in the accounts, generally, of the present collectors, having been carried, by merely formal entries, from account to account of succeeding collectors, without there being any actual liability on their part, and without any practical benefit to accrue for such accounting to the United States.

On the contrary, the Auditor states, that much trouble and waste of time is incurred in repeating these pro forma entries in the current accounts of collectors, as they are adjusted and stated in his office, from month to month, and that much confusion, trouble, and delay take place in tracing out and entering the proper credits arising in them, whenever casual collections are made on account of these old bonds, and the money is paid in, and reported by district attorneys or marshals to the treasury.

I agree entirely with the opinion of the Auditor, that these bonds should not be retained, as useless and unmeaning items, in the accounts of collectors; not only for the reasons stated by him, but because they serve to mystify and conceal the true condition of these accounts; and because, as they are not true in their import, nor binding in fact or law, the implications they involve are inconsistent with all sound and correct principles of accounting.

I have therefore to request you to instruct the Register, in the first place, to open general accounts of these bonds on the books of the treasury, charging it with the amounts outstanding in each district, and crediting the collector for such district to whom such amount now stands debited; in the second place, to open a register of these bonds, under the head of each district, showing the date and amount of each bond, the principal debtor and sureties, when it fell due, and the name of the collector by whom said bond was taken; and, lastly, to ascertain and note in said register the true condition of each of said bonds—whether the debt has been released or compromised, or judgments in the cases had against the United States, with the dates, &c., of such acts, so that the said register may become a permanent record and book of reference, to show, at all times, what bonds have been paid, released, or lost, and what remain due.

I am, very respectfully,

JAMES GUTHRIE,  
*Secretary of the Treasury.*

H. J. ANDERSON, Esq.,  
*Commissioner of Customs.*

*Balances on the books of the Solicitor.*

SOLICITOR'S OFFICE, November 25, 1853.

From tables prepared at this office, it appears that on accounts settled at the treasury, and on other miscellaneous accounts from the commencement of the government to October last, there were brought 3,622 suits, amounting to the sum of - \$25,308,324 41  
That, during the same period, suits were brought on duty bonds to the amount of - 10,505,699 81

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36,114,824 22

That there has been collected on treasury accounts, &c. \$10,631,642 62  
Duty bonds collected - - - - - 4,476,985 28

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15,108,627 90

And that there are still outstanding 2,159 suits and judgments, amounting to - - - - - \$14,918,502 36  
And judgments on duty bonds still outstanding, amounting to - - - - - 6,328,714 53

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Total outstanding - - - - - 21,247,516 89

Very respectfully, your most obedient servant,

F. B. STREETER, *Solicitor.*

Hon. JAMES GUTHRIE,

*Secretary of the Treasury.*


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A A.
*Report of the Third Auditor.*

TREASURY DEPARTMENT,  
*Third Auditor's Office, October 31, 1853.*

SIR: In addition to the report made to you in my last respecting the condition of this office, I have the honor to state, that when I took charge of the office, on the 25th of April, I found some of the most important branches of it greatly in arrear. Upon examination, I at once discovered that the force employed, (78 clerks,) if properly arranged, was adequate not only to bring up the work, but to keep it up; and having considered the plan of dividing the office into branches, and finding it, if properly carried out, one of great practical utility in the despatch of business, and promotive of the best results in the administration of its affairs, I determined to continue it. It is now composed of seven regular and distinct divisions, with the necessary auxiliaries. Each division has a principal accountant or chief, who has charge of all the books and accounts pertaining thereto, and conducts and supervises the

correspondence emanating therefrom. The branches are designated as follows: first division, the bookkeepers'; second, quartermasters' department; third, subsistence department; fourth, pension department; fifth, topographical engineers department; sixth, miscellaneous department; and, seventh, soldiers' claims and bounty land department.

In the reorganization of the office under the act of the 3d of March last, I arranged the branches with a strict eye to efficiency and the despatch of business, having in view at the same time the suitability of each clerk for the branch to which he was assigned; and, although the chiefs of each have in a greater or lesser degree labored under the serious disadvantage of instructing and teaching a large proportion of the force assigned them, the beneficial results of the course pursued, under strict discipline, will be manifest on an examination of the following facts in detail, and which will go to show that the work of the office has not only been brought up, but that it is now in a healthy and efficient state, by which the interest of the government will be promoted, to the end that the outstanding balances, many of which are large, may be recovered to the treasury, and that in future, by the prompt settlement of the accounts as they are rendered, prevent large balances from remaining in the hands of the officers and agents who have ceased to disburse—a practice, I have discovered, that has been of too long standing for the public good.

The bookkeepers' division, although amply supplied with work from the various branches, still maintains the utmost promptness, in affording the necessary facilities in the settlement of the accounts. The books of this branch number thirty-nine heavy ledgers, and forty-nine journals, representing the monetary transactions of the government, connected with this office, from the year 1791—a period of sixty-two years.

In the quartermasters' division, from the 25th of April to 30th of October, 1853, there will have been reported for the revision of the Second Comptroller, three hundred and eighty-eight separate settlements of accounts. From that period until about the 1st of June, there was considerable confusion naturally consequent upon a change of administration of the head of the office: numerous changes took place by removals, new appointments, and resignations, of which this division had its full share. This caused almost a suspension of effective work, and it was not until the 1st of June that the division was arranged upon its present plan. Then again, on the 1st of July, came the classification under Mr. Hunter's bill; and a good deal of time was taken up in the examination of the clerks, during which very little was done. After the division was fairly organized, it suffered much from sickness and unavoidable absences among the members. These matters are mentioned to show the drawbacks and hindrances to which it has been subject, and that in placing a fair estimate upon its work a period anterior to the 1st of June should not be resorted to. On that day there were unsettled in this office 1,028 quarterly money and property accounts of the disbursing officers of the Quartermaster's department, some of them extending back to the year 1847, the middle of the Mexican war, and which had remained in the office unsettled for *five years*. Besides these, there was a vast accumulation of unsettled property accounts, unaccompanied by those of money disbursements, some going back to the year 1836, and which had been in the office for more than fifteen years. As soon

as I ascertained the condition of the division, its whole efforts were directed to a speedy settlement of those accounts, heretofore the longest neglected; and I have the satisfaction of saying that those efforts have been so far successful, that at this time there is no account that could be disposed of older than the third quarter of 1852, the beginning of the fiscal year 1852-'3, that has not been settled. In addition, there are many which have been settled up to and including the second quarter of 1853, the end of that fiscal year. The work may be stated as follows: From the 1st of June to the 31st of October, 1853, there will have been reported, for the revision of the Second Comptroller, three hundred and forty nine settlements, each including from one to fifteen quarterly accounts. The monthly settlements being—

For June	-	-	-	-	-	-	62
July	-	-	-	-	-	-	49
August	-	-	-	-	-	-	84
September	-	-	-	-	-	-	104
October	-	-	-	-	-	-	50
							<hr/> 349
From 23d of April to 1st of June there were	-	-	-	-	-	-	39
							<hr/>
In all	-	-	-	-	-	-	<u>388</u>

Besides these, the whole arrearage of property, unaccompanied by money accounts, with the exception of a few for the 2d and 3d quarters of 1853, has been brought up—a work of no little magnitude, when it is considered that relative thereto there were written no less than 500 official letters, besides the labor of the settlement. Since the 1st of June, 1853, there have been received for settlement in the office 232 quarterly accounts, many of which are now settled. The number of disbursing officers who render quarterly accounts is 170, and the number of accounts remaining unsettled is only 112: these are generally small, the leading and heaviest having been already disposed of, and none, as has been before observed, are older than the 3d quarter of 1852.

Before the meeting of Congress, I am perfectly satisfied that there will not be a solitary account, that ought to be, that will not have been disposed of—a state of the department which has not been known in this office for the last seventeen years. From the foregoing, I trust, sir, that you will view the condition of this division as satisfactory. No effort has been or will be spared to make it entirely so, and many improvements are in contemplation which will be suggested in due time.

In the subsistence branch there has been, for the last six or seven years, a force generally employed of six clerks; with this force the work has been accomplished with satisfaction to all parties, owing to the excellent system adopted for conducting the business of this branch previous to its being committed to my charge, and which has been continued. A rigid accountability for all money or property, of whatever kind, received by officers and agents of the Commissary department, has always been maintained; and, notwithstanding the increased business thrown upon it by the Mexican war, I do not know of a single instance where the current business of this branch was delayed, or where an officer has left dissatisfied by the want of prompt action and

courteous attention on the part of the clerks in this branch of the public service.

In consequence of the pressing calls of volunteers, officers and others, for an immediate settlement of their accounts at the close of the Mexican war, and their going out of the service, there was, of necessity, a postponement of many accounts which could be delayed without detriment to the public interest. This postponed work was in process of final examination, when, in the beginning of 1851, nearly the whole force of this branch was taken for other duties, leaving but three clerks to execute the current and pressing business until September, 1852, when three additional clerks were detailed, two of whom had the duties to learn. With this force (the head of the branch and five assistants,) the back work was being gradually brought up, until the 4th March, 1853: since that period, and in consequence of the increased impetus given by the new and more perfect organization of the force of the whole office, business has been very materially advanced. There have been audited since the 4th March last some 264 different accounts, involving from one to eight quarters. All of the accounts reaching back through the year 1851 have been taken up and audited. A large majority of the accounts of 1852, and many of 1853, have been likewise audited, and admitted, and certified, by the Second Comptroller; so that at the present time there are about 150 officers' accounts on file in the subsistence branch, unsettled. All these accounts are included in the years 1852 and 1853, and none go beyond the 2d quarter of 1852. Many are delayed for papers necessary to their final adjustment, which have not yet reached the office. This branch may be fairly stated to be in a healthy and forward state, and ready, at any moment, to meet every call upon its labor contemplated in its establishment.

To the fourth division are assigned the keeping and settlement of all the pension agents' accounts, and the pension claims payable at the treasury, under the acts of 6th of April, 1838, and 23d of August, 1852, involving an annual expenditure of from two to two and a half millions of dollars.

The business of this branch has seldom been in arrears. On the 4th of March, however, owing to the transfer of two of its seven clerks to the engineer and bounty land branches, to aid them in their exigencies, the business had fallen in arrears. On that day there were 45 pension agents' accounts and 12 pension claims unsettled: to these were added, as they were received, between the 4th March and 1st October, 120 agents' accounts, and 346 claims; making in all 523, only 84 of which were disposed of prior to the 25th of April. Under the new organization of the office, the force of the branch was increased to seven clerks, under an assurance that all arrears should be "brought up" and settled by the 1st of October. By the closest application and attention to business on the part of the clerks employed, that promise has been fully redeemed: every account and claim on that day was either settled or reported upon. On the same day, however, the 3d quarter's accounts became due, and during the month 38 agents' accounts and 57 claims were received: of these all the claims have been reported upon or settled, and 11 of the agents' accounts. Thus it will be perceived that from the 4th of March to the 31st of October, 176 pension agents' accounts and 415 pension claims, in all 591—84 of which only were disposed of prior to the 25th

of April—have been settled or reported upon, leaving, of those received in October, 27 agents' accounts unsettled. During the same period there were received 863 letters on business connected with the branch, and 852 written. Of calls for information from the Pension Office, which have been received and answered during the same period, there are estimated to have been answered 2,780, only 300 of which were disposed of prior to the 25th of April.

In the fifth division, the engineer and topographical engineer accounts, it will be seen from the following details that the number of quarter-yearly accounts which had been referred to this office for adjustment, within the periods stated, consisted: 1st, of the number on file and adjusted on 23d April, 1853, 253; 2d, of the number received from the 23d April to the 31st October, 1853, 202—making in all, total received 455. It will also be seen that there have been adjusted and reported to the Second Comptroller as follows, viz: 1st, of those on file on the 23d April, 1853, 238; 2d, of those received between 23d April and 31st October, 1853, 160—making a total adjusted, of 398. And that there now remain on file and unadjusted the following: 1st, of those on file on 23d April, 1853, 15; 2d, of those accrued between 23d April and 31st October, 1853, 42—making a total now on file, 57. Of the number now on file the adjustment of 40 accounts has been advanced as far as the information furnished with them admitted, and the final adjustment of them, therefore, can be readily effected when the further information called for shall have been received; and the remainder (17) may be said to comprise the number of accounts now on file, in the adjustment of which no progress has been made.

This result is consequent mainly upon the greater number of clerks employed, detailed temporarily from other divisions of the office, and partly from their increased efficiency, resulting from experience and diligent attention to business. The efficiency here spoken of may be considered still progressive, and justifies a confident expectation that the small number of accounts now on file will be speedily adjusted, and that those required to be rendered at the expiration of each quarter will be promptly disposed of as fast as received. No doubt is entertained that this may be done, notwithstanding the greatly increased number of accounts resulting from the numerous appropriations for harbor and river improvements.

In the sixth division, (miscellaneous branch,) the chief, with his assistants, have been assiduously occupied in careful investigation of, and in relation to, the claims under their charge; in making awards in cases sufficiently established; in preparing reports, describing, as to other cases, the difficulties preventing the allowance thereof, as exhibited, and the kind of additional evidence requisite to be produced as to such of them as may apparently be rendered admissible, and in answering all applications as to the claims offered to this branch. Of these applications a register is kept, in which is entered each claim, the date of its reception, the name of the claimant, and also the name of the attorney or others authorized to prosecute the claim, its object fully noted, and when attended to. By this register it is found that from the 11th of March, 1853, to the present time, the average number of separate applications being 168, many of them singly relating to various claims, and requiring to be answered, have been referred to this branch; and the records of the awards, reports, and correspondence, exhibiting the

result of the investigations within this period, including all claims of a miscellaneous character, are found to fill some 400 pages, closely written, of large volumes. It is only in this general way that the condition of the business of this branch of the office can be clearly shown, unless by recourse to the papers in the thousand of cases in detail, to learn the action in each case; a procedure that would require a great length of time.

Claimants, and their agents or attorneys, rarely consider claims as finally decided whilst remaining unpaid. The case may have been actually *disallowed as unprovided for by law*, or on other grounds, or suspended for want of adequate evidence remaining unfurnished, and still be the subject of often reiterated applications through members of Congress or others; and often failing in success through one, try again through another. Even payment does not always put an end to them. In numerous instances in the last four years, claims have been sent on, with modern affidavits in their support, as to losses during the war with Great Britain, the Seminole campaign of 1818, the Black Hawk war, the Florida war, and the late war with Mexico, for which remuneration has been discovered to have been received long ago. Much time is unavoidably consumed in the searches as to such cases, and in answering the many applications respecting them.

The claims yet remaining unreported upon are believed to be principally in the names of Missouri mounted volunteers, and are very numerous. Many of the claims of the volunteers of that State have been investigated and reported upon, to members of Congress and other applicants, and the reports manifest the difficulties in which, on various grounds, the same are severally involved. At an early period it was discovered that the claimants in that State had generally obtained many payments from the paymaster, in lieu of forage, to which they were not entitled by law, and to the allowance of which the paymaster had been led by incorrect entries on the muster-rolls. Their losses are chiefly ascribed to failures on the part of the United States to furnish sufficient forage, and those failures were caused by the *impracticability* of procuring forage in most of the places where the Missouri volunteers were on duty, and the United States could not be rightfully called upon to pay both for the forage they failed to supply, and for the horses too; the losses of which resulted from the failure. The laws under which the payments in *lieu* of forage were made, authorized them in no other cases than those in which the volunteers *furnished the forage themselves*; and if they had in fact so done, they could not have sustained losses by reason of the non-supply of it, nor, consequently, have had claims in respect to such losses.

In many instances the payments exceed in amount the valuation of the animal; and in others, the payments so affected the claims as to leave very little allowable on them, even if unobjectionable in other respects. Under the circumstances, the agent concerned for many hundreds of the claimants signified that he wanted no more reports, as further legislation was contemplated, which would obviate all such difficulties, and in February, 1850, a bill designed for the purpose is shown to have been introduced in the House of Representatives by the Hon. J. S. Phelps, and to have been referred to the Committee on Military Affairs. At the following session it appears to have been reported by the committee, and passed

by the House with sundry amendments, but has not yet become a law. Hence the investigations of the claims of Missouri volunteers, except in instances in which reports were specially called for, were postponed, in order that others, more urgent, might be attended to. Since the last adjournment of Congress the agent alluded to has applied for reports in particular cases, which have been prepared and furnished; and has also expressed a desire for reports on the cases generally, in which he is concerned, and these will be acted upon without avoidable delay. The testimony adduced in support of the claims of the kind in question is *all ex parte*, and cannot in many instances with safety be trusted: it demands, therefore, very careful and scrutinizing investigations, with recourse to every sort of documentary evidence likely to afford information affecting it in every instance; and in progressing with the work, since the presentation of the aforesaid report of the 1st of January, 1850, the chief of the branch has found abundant causes for the apprehension it shows him to have then entertained.

The duty of investigating cases, and of preparing the awards, reports, and correspondence in relation thereto, is a very arduous one, and pressing, as it necessarily must, the supervision of the head of the branch; and independent of this duty, occasionally, and not unfrequently, there is assigned to the chief and his assistants, for examination and reports, in consequence of calls of committees of Congress and the heads of departments, old miscellaneous war claims, in the contractors', commissary and quartermasters' departments, generally very intricate, as well as important in their amounts or principles, and requiring very extensive searches in various sources, and the preparation of reports of great length, which do not appear on the books before mentioned, but are recorded in the others appropriated to the general business of the office.

The soldiers' claims and bounty land branch I found considerably in arrears, and immediately made such arrangements with regard to it as to insure its being brought up, and that desired end has been accomplished. Any claim that may now be presented can be acted upon and disposed of without any other delay than the time required in making the necessary examination. On this branch thirty four clerks have heretofore been employed; but as that number was found unnecessary, by the diminished number of *bounty land cases* under the act of September 28, 1850, the force has been gradually reduced by transfers to other branches and employments, until ten clerks have been, for the last three months, found sufficient to keep the work in perfect control.

Since the 25th of April last, upwards of sixteen thousand *bounty land cases*, with seven hundred and thirty invalid and half-pay pensions, have been examined and certified to the Commissioner of Pensions, and nine hundred and thirty soldiers' claims for arrears of pay, bounty, &c., have been examined and disposed of.

Before concluding this report, it is but justice to the gentlemen engaged in this bureau, that I should bring to your attention the manner in which they have discharged the duties assigned to them, since it came under my control, in the arduous labor of bringing up the heavy arrearages of business which we found in the bureau. I have been met and supported by the accountants and clerks in a manner worthy of all praise: to patient and untiring industry they have brought a zeal for the public interest, which has contributed in a great degree to the satisfac-



tory condition in which the business of the office is now shown to be. To give an illustration of the spirit which pervades the whole corps of the bureau, I will state one fact: the quartermasters' branch, which is the only one in which the business is not settled up as near to the day as the security of the public interest would justify, and which has failed to realize my anticipations only because of the protracted illness of some of the best clerks on it, have, with but one or two exceptions, voluntarily agreed to work three extra hours each evening, in order to close the settlements on that branch. I feel confident that, by the meeting of Congress, every account on this branch, that is in a condition to be settled, will be disposed of.

With great respect, your obedient servant,  
F. BURT, *Third Auditor.*

HON. JAMES GUTHRIE,  
*Secretary of the Treasury.*

*Statement showing the number of accounts settled in this office since the 23d of April last; also the number of letters addressed to individuals on official business, together with the number of bounty land cases examined, and requisitions passed, since that time, designating the number of each disposed of up to the 31st October, 1853.*

	Accounts settled from April 23, 1853, to Oct. 31, 1853.	Letters written from April 23, 1853, to Oct. 31, 1853.	Bounty land cases exam- ined and returned from April 23, 1853, to Oct. 31, 1853.	Requisitions passed from April 23, 1853, to Oct. 31, 1853.	Miscellaneous claims set- tled from April 23, 1853, to Oct. 31, 1853.
Quartermasters' accounts.....	388	.....	.....	.....	.....
Subsistence accounts.....	261	.....	.....	.....	.....
Engineer accounts.....	393	.....	.....	.....	.....
Pension accounts.....	155	.....	.....	.....	352
Correspondence.....	.....	4, 225	.....	.....	.....
Bounty land claims.....	.....	.....	16, 663	.....	.....
Half-pay pensions, &c.....	.....	.....	.....	.....	4, 038
Requisitions.....	.....	.....	.....	1, 603	.....
Total of each.....	1, 205	4, 225	16, 663	1, 603	4, 391

Invalids' half-pay pensions, and soldiers' claims, merged in the column with miscellaneous claims.

TREASURY DEPARTMENT, *Third Auditor's Office, October 29, 1853.*

*Report of the Third Auditor, with supplemental report.*

TREASURY DEPARTMENT,  
*Third Auditor's Office, November 12, 1853.*

SIR: I have the honor to transmit to you herewith, a report made to me this morning by Mr. Walter H. S. Taylor, chief of the quartermasters' division of this office, where he communicates the pleasing information that the business of that branch has been brought up in anticipation of the time fixed, by the 1st of December next; and as evidence of the satisfactory manner in which the accounts have been settled, I beg leave to refer you to the enclosed copy of a letter from Major Morris S. Miller, one of the most experienced quartermasters attached to the army, and largest disbursing officers in California.

With great respect, your obedient servant,

SAMUEL S. RIND,  
*Acting Auditor.*

HON. JAMES GUTHRIE,  
*Secretary of the Treasury.*

—  
 FORT READING, CALIFORNIA,  
*Cotton Wood Post Office, September 28, 1853.*

DEAR SIR: In acknowledging the receipt of your sheet of difference relative to my quartermaster's accounts, I cannot refrain from expressing my appreciation of the improvement in the system adopted in that statement. It is the most intelligible sheet I have ever received relative to my quartermaster's accounts, although I have been disbursing since 1836. It is true, there are some items in it which I have not the data to comprehend; they are noticed in my official letter, but the improvement is so apparent, that I cannot refrain from noticing it. If your system is continued for a few years, the disbursing agents accountable to your office will be able to reconcile the balance declared by the Third Auditor with those of their own accounts-current. This has been hitherto an impossibility, at least as far as my experience goes.

The sheet of difference has been a "bug-bear," and has been known under the soubriquet of "sheet of difficulties." The simple form adopted by you will soon enable those accountable to you to understand exactly how their accounts with the treasury are, and allow them to explain to their bondsmen the apparent discrepancies.

The principal difficulty of the disbursing quartermaster has hitherto been to keep the account of the transfers between the Second and Third Auditors; this has been augmented by the proceeding hitherto adopted, of settling, on the 1st January, (for instance) 1850, accounts for 1847 and '48, and charging to the officer all amounts received in '49, making the balance erroneous, as the sheet of difference purported to be a settlement including only '48. Your sheet is what it ought to be, and you merit the thanks of every disbursing officer; and I take the liberty of

writing you unofficially, although a stranger, to acknowledge the benefit received by the alteration.

I am, very respectfully, yours,

MORRIS S. MILLER,  
*Captain, A. Q. M.*

To the THIRD AUDITOR U. S. TREASURY.

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A C.

*Proposition to modify Second and Third Auditors' offices.*

WAR DEPARTMENT,  
Washington, November 9, 1853.

SIR: I desire to draw your attention to the inconvenience and disadvantages arising from the present distribution of the accounts of this department between the Second and Third Auditors.

The accounts of the recruiting service, pay department, medical department, and ordnance department, are adjusted by the Second Auditor. Those of the subsistence, engineer, and topographical departments, are adjusted by the Third Auditor, while those of the Quartermaster's department are divided between them.

The greatest practical inconveniences of this distribution fall upon the Quartermaster's department, and are strikingly set forth by the Quartermaster General, in a memorandum herewith transmitted, in which it is stated that not only different vouchers in the same account, but different items in the same voucher, have to go to different Auditors; and that if a tent be fitted up for the accommodation of the sick, one portion of the property must be accounted for to one Auditor, and the remainder to the other.

As all the accounts of each of the other branches of the service are settled by one or the other of the Auditors, the same inconvenience is not felt in any of them, to the same extent; but it frequently happens that officers are called on to make disbursements for other purposes than those particularly assigned them; and in such cases the difficulty above referred to may occur. The principal objection, however, in these cases, to the present system, is the absence of that check afforded by submitting all accounts to the same supervision, and the possibility that an allowance might be drawn, or payment might be made, in one form through one Auditor, and in another form from the other.

I think, under these circumstances, that the interest of the public service, and the convenience of the department, would be promoted by submitting *all* its accounts to the same Auditor. In addition to the accounts of this department, the Second Auditor has those of the Indian Bureau, and the Third Auditor those of the Pension Bureau, besides several classes of miscellaneous claims; and it seems to me that the accounts of both these branches of the Interior Department might be properly intrusted to one Auditor, and those of this department to the other.

Very respectfully, your obedient servant,  
JEFFERSON DAVIS,  
*Secretary of War.*

Hon. JAMES GUTHRIE,  
*Secretary of the Treasury.*

*Memoranda of the Quartermaster General.*

1st. By an act of Congress of the 28th March, 1812, the Quartermaster's department, which had been disbanded in 1802, was re-established, and the department of Purveyor of Public Supplies was substituted by that of Commissary General of Purchases. (Hetzell's Military Laws, 139, 140, and 141.)

2d. By the 5th section of an act of Congress entitled "An act the better to provide for the supplies of the army," &c., approved 3d March, 1813, the Secretary of War was authorized and directed to define and prescribe the species, as well as the amount of supplies to be purchased by the Commissary's and Quartermaster's departments, and the respective duties and powers of the said departments in relation to those supplies.

3d. Regulations were prepared, in obedience to the law.

4th. The fuel, forage, straw, stationery, and all means and materials for transporting or quartering the troops, were to be purchased or provided by the Quartermaster's department, and all appropriations for the purchase of the means and materials, or payment for the services connected with those several objects, as well as the appropriation for contingencies, were to be disbursed by the Quartermaster's department.

5th. The purchase and providing of clothing, camp and garrison equipage, &c., was assigned to the Commissary of Purchases, with the disbursement of the appropriations required.

6th. The 9th section of an act of Congress for organizing the general staff, recognises the regulations made by the Secretary of War.

7th. An act to provide for the prompt settlement of accounts, approved 3d March, 1817, (Hetzell's Military Laws, 193, 194) authorizes the appointment of four additional Auditors, and provides that the Second Auditor shall settle all accounts relative to the clothing of the army and the contingencies, &c.; and that the Third Auditor shall settle all accounts of the Quartermaster's department, &c., and all accounts of the War Department, other than those provided for.

8th. All the officers of the Commissary's department, except the Commissary General and two storekeepers, having been disbanded, Congress, by an act approved 18th May, 1826, assigned a portion of the duty connected with the clothing and equipage of the army to the Quartermaster's department. (Hetzell's Military Laws, 220.)

9th. An act of Congress, approved 23d August, 1842, abolished the office of Commissary of Purchases, and transferred all the duties of the Commissary's department to the Quartermaster's department.

10th. In consequence of the legislation of Congress, the Quartermaster's department is charged with a heavy money and property accountability, the accounts and vouchers for which must be separated and sent for settlement to the Second and Third Auditors. Officers on the frontiers, and in the field, cannot keep appropriation accounts; and it often happens that not only vouchers in the same account, but items in the same voucher, have to go to the two Auditors, and every officer of the department, as well as every officer commanding a company or detachment of mounted troops, is obliged to make to the Quartermaster General two property accounts every quarter; one of which must go to the Second, and the other to the Third Auditor, for settlement.

11th. If canvass be taken from the same bale to make or repair a wagon-cover, and make or repair a tent, or tent-fly, the quantity used for each must appear on separate returns, because the accountability for that used in the latter case is with the Second, and that in the former with the Third Auditor; and if plank and nails be taken to make a floor and bunks for the sick in a hospital tent, or for the troops in an encampment, these materials must be accounted for to the Third Auditor, while the tents, tent-poles, and flies must be accounted for to the Second Auditor.

12th. I care not which Auditor may be charged with the settlement of the accounts of the Quartermaster's department; but I do hope that one or the other may be authorized by law to receive and settle all of them, without reference to the other.

TH. S. JESUP,

*Quartermaster General.*

QUARTERMASTER GENERAL'S OFFICE,  
November 8, 1853.

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AN ACT relative to the settlement of certain accounts of the War Department.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That so much of the 4th section of the act entitled "An act to provide for the prompt settlement of public accounts," approved 3d March, 1817, as makes it the duty of the Second Auditor of the Treasury to receive all accounts relative to the pay and clothing of the army, the subsistence of officers, bounties and premiums, military and hospital stores, and contingent expenses of the War Department, and to examine the same, and the joint resolution approved the 29th July, 1850, relative to extra pay, be, and the same are hereby, repealed; and that all the duties and authority relative to said accounts heretofore vested in the said Second Auditor be, and they are hereby, repealed from and after the first day of July next, transferred to, and vested in, the Third Auditor of the Treasury, to be exercised and performed by him as fully and effectually, in all respects, as the said Second Auditor was authorized or required to do by the said act and resolution, or by any other act relative thereto; and all accounts arising in said branches of the War Department which may remain unsettled on the said first day of July, 1854, and all accounts which may on that day have been settled by the said Second Auditor, or which may otherwise remain legally in his office, shall in like manner be transferred to the said Third Auditor to be settled, reported on, preserved, certified, or otherwise acted upon by said Third Auditor, in the same manner precisely as they could or might have been by the said Second Auditor, if this act had not passed.

SEC. 2. *And be it further enacted,* That all accounts of pension agents, or relative to pensions, heretofore settled in the offices of the Third and Fourth Auditors, shall, from and after the first day of July next, be rendered, and all such accounts remaining unsettled shall be transferred to the Second Auditor, who is hereby vested with all the duties and authority, relative to the same, heretofore performed by the said Third or Fourth Auditors, respectively; and such transfer of the books and accounts relating to the business modified and changed by this act, and of such clerks employed on the same, shall be made, under the direction

of the Secretary of the Treasury, as may be convenient and suitable to give to this act due and proper effect.

SEC. 3. *And be it further enacted*, That from and after the passage of this act, no payment shall be made on account of any pension thereafter allowed, of whatever name or nature, until the same shall be examined, with the evidence on which the allowance may have been made, and certified by the Second Auditor of the Treasury, and revised by the Second Comptroller, as other accounts of the War and Navy Departments.

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A D.

*Report of the Auditor for the Post Office Department.*

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST OFFICE DEPARTMENT,  
November 10, 1853.

SIR: In reply to your letter of the 12th instant, requesting "a report of the operations and condition of this office, including any improvements which may have taken place therein since the 4th of March last," I have the honor to report, that, on entering upon my duties in April last, I found the business of the office, as far as my limited experience in the practical operations and duties of the public offices would enable me to judge, to be in a condition to demand the promptest and most vigorous measures for its thorough reformation and reorganization. Its excellent rules and regulations, which were so well known in former years for their admirable effects upon the large amount of public business pressing upon it, as well as upon the internal order of the office and its character abroad, had fallen into neglect and disuse. Much of the business was in arrears, for the want of sufficient force to despatch it; and the clerks worked at a disadvantage, for the want of the proper room and other accommodations and facilities for the prompt performance of their duties.

To supply the remedy for this state of affairs in a few months, it is supposed, would have been beyond the skill of even the most experienced in the management of the public offices; but to one like myself, comparatively unacquainted with their practical operations, it must be a work of time and assiduous energetic labor.

The office is divided into six divisions, of whose duties, condition, and operations, together with the improvements I have endeavored to introduce, I have briefly to report, as follows:

1st. *Of the examining division.*—This division consists of forty clerks, who examined, corrected, and certified, in the quarter ending—

December 31, 1852	-	-	-	-	21,775
March 31, 1853	-	-	-	-	22,542
June 30, 1853	-	-	-	-	23,000

postmasters', foreign mail, and extra commission accounts, besides conducting the large correspondence pertaining to them. In order to guard as much as possible against the hasty and careless examination of the immense number of transcripts and other vouchers passing through the

hands of the examiners, I have deemed it proper to re-establish the practice (which once existed, but had lately been abolished) of *re-examining*; and, accordingly, it is now made the exclusive duty of an experienced clerk to re-examine, at random, the accounts and vouchers as they come from the hands of the examiners; thus detecting numerous errors, pointing out with unerring certainty deficient or negligent clerks, and supplying the data for improvement. The admirable working of this arrangement has satisfied me of the propriety of its re-establishment, as well as of its efficiency in detecting error and saving money to the government.

A new feature, and, it is thought, one calculated to diminish the correspondence of the division, has also been introduced in the new mode of certifying to postmasters the errors in their respective accounts, by transmitting to them, in the form of accounts-current, as audited, an official statement, in juxtaposition to their own, and pointing out their error in each item of the account. This is substituted for the error circular formerly used for this purpose, and which took the items of error out of the account, and gave the postmaster an indiscriminating list of them, and forced upon him the necessity of asking for an explanation of that which ought to be (and is, under the new circular) its own explanation.

It is essential to the successful operation of the whole office that the work of this division be punctually completed on the last day of each quarter in the year; and it gives me pleasure to say that this is now regularly done, and that (with but slight exceptions) the clerks of the division are prompt, energetic, and assiduous in the performance of their duties.

2d. *The register's division*.—This division consists of eight clerks, whose duty it is to keep registers of the postmasters' accounts-current as they come from the examiners, and note and certify the errors therein to the error clerks. All the clerks employed in it are prompt, regular, and industrious in the discharge of their respective duties; and the work of the division was in good condition when I entered the office, and so continues at present.

3d. *The bookkeepers' division*.—This division consists of eleven clerks, and its duties are, (as is implied in its title,) keeping the fiscal record of the accounts with postmasters, and all others in the service of, or in anywise connected with, the Post Office Department. By dint of the most incessant and voluntary labor, without regard to office hours, and often till ten o'clock at night, the back work, which had largely accumulated, has been thoroughly brought up, and, but for the unavoidable delay caused by the use of the registers in making up the large amount of matter furnished by this office for the "Biennial Register," (Blue Book,) the final postings of the second quarter's accounts could be reported as completed in every section. This obstacle having been removed, by the completion of the Blue Book matter, all the postings will be completed in a few days.

4th. *The collection division*.—This division collects the revenue due from late postmasters, and conducts the large correspondence growing out of their accounts and furnishing statements of them when called for. It consists of fifteen clerks; and, except in some unimportant particulars, on assuming my duties I found its business generally in good con-

dition. As some evidence of its subsequent and present activity and efficiency, I need only mention the fact that it has collected, in the regular course of business, without additional force, and in 255 accounts, the sum of \$143,086 86, from late postmasters, who became late since the 4th March last. In short, I have no hesitation in saying that the clerks in this division have performed promptly and accurately, within the last eight months, an amount of labor not surpassed by the same number of men in any branch of the government.

5th. *The pay division.*—The clerks of this division are eleven in number. They adjust and pay the accounts of the contractors on more than 5,000 routes; conduct the correspondence growing out of them, besides paying all the contractors on the river and foreign mail lines. I found several of the desks of this division so overladen with work, as to preclude the possibility of paying the contractors with that promptitude so peculiarly and imperatively demanded by the entire mail service of the country. Having relieved the heaviest of them, and added one clerk to its regular force, I have the pleasure of reporting that, without hindrance from the contractors themselves, in sending in their acknowledgments and receipts, or other unavoidable causes, this important class of accounts will continue to be adjusted and paid with accuracy and punctuality.

6th. *The miscellaneous division.*—This division, as its title imports, conducts, under the direction of the Auditor, the suit business and general correspondence of the office, and has charge and supervision of all other matters not properly belonging to any of the other divisions. It consists of eleven clerks.

The chief clerk of the office (who is also the head of this division) has charge of the legal proceedings of the office against defaulting postmasters, failing contractors, &c., and will furnish you with a statement of the operations and results of that branch of the business, in the annual report, which I will transmit to the Postmaster General and yourself in a few days; I will only remark here, that it is in a satisfactory condition. The clerks of this division have performed their respective duties with an alacrity and industry which is highly commendable in them, and greatly conducive to the prompt despatch of the public business.

In conclusion, I cheerfully acknowledge my indebtedness for the present condition of the entire office to the diligent and correct business habits and qualifications of its clerical corps, which has been materially improved in its efficiency and general character and deportment by the rigid system of *examination*, prior to appointment, required by the 3d section of the act of Congress approved 3d March last. The graduation of salaries and system of promotion contemplated by that section, together with the re establishment and enforcement of disciplinary regulations, have also done much to diffuse throughout the office a just sense of responsibility, and a spirit of emulation to secure promotion, not by political or personal favor, but by that moral, intellectual, and clerical improvement and qualification, of which it is the appropriate official acknowledgment and reward.

All of which is respectfully submitted.

WM. F. PHILLIPS, *Auditor.*

HON. JAMES GUTHRIE,  
*Secretary of the Treasury.*



## A E.

*Report of the First Auditor.*TREASURY DEPARTMENT,  
*First Auditor's Office, November 15, 1853.*

SIR: In reply to your communication of the 10th instant, asking to be informed "of the operations and condition of (this) office, including any improvement which may have taken place since the 4th of March last," I have the honor to submit the following report:

There have been adjusted and reported, either to the First Comptroller of the Treasury or to the Commissioner of Customs, having, respectively, the revision thereof, the following accounts, viz:

Of collectors of the customs, as such	-	-	-	738
Of collectors of the customs, as disbursing agents of the treasury,				434
Of collectors, naval officers and surveyors, for additional compensation and official emoluments	-	-	-	178
Of superintendents of lights	-	-	-	211
Of agents of marine hospitals	-	-	-	314
Of special accounts for the construction of custom-houses, light-houses, and marine hospitals	-	-	-	249
Of accounts for refunding duties illegally exacted, and net proceeds of unclaimed merchandise sold	-	-	-	236
Of marshals, clerks, attorneys, and commissioners	-	-	-	357
Of accounts connected with the survey of the coast of the United States	-	-	-	15
Of accounts of the United States mint and its branches	-	-	-	36
Of accounts for the legislative and other expenses for the government of the Territories	-	-	-	18
Of accounts for the Treasurer and assistant treasurer of the United States	-	-	-	78
Of salaries of all officers of the civil list paid directly from the treasury	-	-	-	616
Of accounts for pay and mileage of members, salaries of officers, and contingent expenses of the two houses of Congress	-	-	-	48
Of accounts of the Commissioner of Public Buildings under various appropriations	-	-	-	109
Of accounts of the disbursing agents of the several departments and bureaus of the government, for salaries and contingent expenses thereof	-	-	-	510
Of accounts for the redemption of stock under acts of 1842, '43, '46, '47, and '48, Texan indemnity, Mexican war bounty scrip, and treasury notes	-	-	-	984
Of miscellaneous accounts	-	-	-	549
Exhibiting an aggregate number of accounts, of	-	-	-	<u>5,680</u>

In addition, there have been written, within the same period of time, 3,971 official letters—all of which, together with the accounts, have been regularly recorded; making, in the aggregate of letters and accounts, 9,651. With reference, generally, to the character of the accounts adjusted in this office, it may be remarked, that a mere aggregate of num-

bers, however large, furnishes a very inadequate indication of the amount of labor necessary in their examination, statement, and report, embracing, as many of them do, large abstracts and vast numbers of vouchers; in many instances the abstracts and vouchers exceeding 1,000 in number, and requiring more than 5,000 separate computations. Much care and attention are also required in their examination, whilst a very large portion of them demand great experience in their investigation, involving large amounts of money in the way of receipts and expenditures, and the necessity for frequent reference to laws running through a long series of years, and all proper regard to the multifarious treasury circulars.

The condition of the office is believed, in all respects, to be favorable to the objects and ends of public duty. There is no arrearage of work. This result has been obtained by the close and attentive application, during the regular business hours, of all connected with the office, and, for some months past, in the employment of many hours, daily, beyond those assigned for official duty.

This condition, with its present force, can be maintained only at the expense of that onerous amount of labor with which it has been achieved, and which is not required by the regulations of the department. Believing that it is not intended to impose upon any one office an amount of service not required by any fair rule of distribution, I respectfully suggest that, in order to relieve this office of an undue amount of labor, and to render its condition at all times equal to the performance of the duties assigned to it, an increase in its clerical force, now deemed quite *inadequate*, of the clerks one of class 4, one of class 3, and one of class 2, will be necessary. This addition will enable the office to meet, with promptness and alacrity, all demands that may be made upon it. In regard to any improvement in the office: while it is not admitted to have been, at any time, in a condition unfavorable to the business committed to its charge, it has, nevertheless, felt temporary embarrassment growing out of certain exigencies which have arisen within the period referred to in your letter. These were, the almost entire change of officers in the civil departments of the government, thereby duplicating accounts in every instance, and presenting the no inconsiderable obstacle of inexperience in the manner of their rendition by the newly appointed officers; the change of form of rendering accounts, as required by the circular of 15th June, 1853, which, while its terms were quite explicit, was unfortunately misconstrued by almost every collector to whom it was transmitted, thereby requiring much correspondence and a frequent return of accounts, informally rendered, so as to obtain a strict compliance with the circular. Yet these difficulties have been almost wholly overcome, and the accounts of customs, involving almost the entire revenue of the government, are now rendered and adjusted with a promptness not before this accomplished.

Similar difficulties have also been encountered with the judiciary accounts, in carrying into effect the provisions of the act of 26th February, 1853, providing a uniform rate of fees and charges, and also in the manner and form of their rendition, as required by the circulars of the First Comptroller of the Treasury, of the 15th of March and 5th of May, 1853, under said act.

Much correspondence has also been rendered necessary, with collectors of the customs, relative to the district quarterly accounts, required

to be furnished by them under the circular of May 10th, 1853, of fees received under the act of 30th August, 1852, relative to steamboats.

A greater efficiency has also been imparted to the office by a system which I adopted on the commencement of the present fiscal year. This system was a classification of labor, and the assignment to each class, of such persons as, from observation, I believed to be best fitted to the discharge of its appropriate duties, placing each class or division under a control and supervision, subordinate to my own, of a chief, whose experience and qualifications designated him for the position. I also require punctual attendance during office hours, prompt attention to business, monthly reports of the condition of each desk, and that all accounts accruing in the office shall be examined and adjusted at the earliest practicable date after their receipt.

These regulations have met with a ready compliance on the part of the gentlemen connected with the office, while every demand upon their time, beyond the usual office hours, has been cheerfully responded to.

Permit me, in conclusion, to express a hope that the additional force which has been asked for may be granted, either by a transfer from some other branch of the department, or in such other way as you may deem proper.

I have the honor to be, most respectfully, your obedient servant,  
T. L. SMITH, Auditor.

HON. JAMES GUTHRIE,  
*Secretary of the Treasury.*

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A F.

*Report of the Second Auditor.*

TREASURY DEPARTMENT,  
*Second Auditor's Office, November 14, 1853.*

SIR : In answer to your request for a report of the operations and condition of this office, including any improvement that may have taken place since the 4th of March last, I beg leave to submit the following:

As to the condition of this office, all the accounts of disbursing officers are settled as readily as rendered; all claims are adjudicated as speedily as the public interest will justify. The business of the bureau is generally up in all the branches pertaining to the disbursement of the public money, and all communications are answered promptly.

No change has taken place since the 4th of March last, except the reduction of the number of clerks, which occurred on the 1st of July last.

The operations of this office consist in the settlement of the accounts of the paymasters of the United States army; that portion of the Quartermaster's accounts chargeable to the appropriations for the contingencies and clothing of the army; all the accounts of the ordnance and medical bureaus of the army; the property accounts of the army pertaining to clothing, camp and garrison equipage, and all the ordnance property of every kind, both in the army and at the several arsenals and ordnance depôts, and all the property pertaining to the medical bureau.

The money and property accounts connected with Indian affairs, of every description, are settled in this office.

In addition to the above, many arrearages of pay due the soldiers who served in the Mexican war, as well as extra-pay claims, are adjudicated in this office. These, however, are rapidly diminishing, and will, I think, in a short time be all paid. The verification for the rolls of military service for the Pension Office in issuing bounty land warrants, occupies the attention of this office, for all the wars since the 1st day of July, 1815. This business is also speedily drawing to a close.

The number of clerks now employed in this office, exclusive of the chief clerk, is twenty, and I find the business as promptly attended to as when the number was much larger.

Very respectfully, your obedient servant,

P. CLAYTON,  
*Second Auditor.*

HON. JAMES GUTHRIE,  
*Secretary of the Treasury.*

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A G.

*Report of the Fourth Auditor.*

TREASURY DEPARTMENT,  
*Fourth Auditor's Office, November 11, 1853.*

SIR: In obedience to your letter of the 10th instant, desiring "a report from this office of the operations and condition thereof," I have the honor to submit the following:

By that part of the act of Congress "making appropriations for the naval service for the year ending on the thirtieth of June, one thousand eight hundred and fifty-four," approved on the 3d of March, 1853, which granted extra compensation to the officers, seamen, &c., of the navy, who served in the Pacific squadron during the war with Mexico, and subsequently thereto, down to the 29th of September, 1850, a very large amount of extraordinary labor was thrown upon this office. In making out and copying the extra-pay rolls of the different vessels belonging to that squadron, during the period referred to, almost the entire clerical force was constantly engaged for about three months, and a few of the clerks for a much longer time, to the partial neglect of the current business of the office. The labor thus imposed, as may be readily imagined, was truly heavy, in view of the fact that no provision was made by law for an increase of the number of the clerks of the office to meet the emergency. This work required no little care and research; and the general great accuracy with which the rolls were prepared for the action of the disbursing officers, proves the skill and industry which were exhibited in the discharge of this duty upon the part of those selected for its performance. This accumulated labor, as a necessary consequence, caused an unavoidable suspension of the regular business of the office. At the time at which the preparations for its commencement were completed, which was about the first of April last, the current and ordinary business of the office was, and had been since the 4th of March, fully up to the

demands upon it, except the pursers' accounts, (and some few others, perhaps,) a considerable number of which had accumulated on the 4th of March, and were then awaiting settlement. It was confidently expected, however, that during the past summer and present fall, this branch of the business of the office would be brought up. But the aforesaid additional work thwarted expectation in this particular. Settlements of the accounts of pursers, navy agents, and others connected with the naval service of the United States, constitute the regular operations of the office. The postponement of these settlements was the source of some embarrassment and anxiety, as well to the chief of the office as to those who had accounts to be settled or claims to be audited. And by such as were interested, inquiries were repeatedly made, in reference not only to the current business of the office, but also as to the progress in the preparation of the extra-pay accounts. To these inquiries satisfactory answers had to be given.

By comparing the regular operations of this office, since the 4th of March last, with those of a like period in any one year for the last eight, it is gratifying to see that, notwithstanding the extraordinary labor thrown upon it by the act aforesaid, there is but a very slight diminution in the amount of the work performed, especially in view of the gradual increase annually in the duties of the office, without a corresponding increase in the number of clerks. It is true that, in consequence of all those clerks who are ordinarily charged with the settlement of pursers' accounts having been assigned to the extra-pay accounts, this branch of work fell greatly in arrear. But for nearly three months last past, these clerks have been diligently engaged in their regular duties, and the number of unsettled accounts is being gradually diminished. The navy pension accounts are also slightly in arrear. The navy agents' accounts, and those growing out of the marine service, are settled up, or in process of settlement, as far as rendered; and the miscellaneous accounts, including those settled by report as well as by certificate, are settled up to the current quarter.

This, however, together with the comparatively forward progress in the other branches of the business of this office, is the result of the late and early application to their respective duties by the clerks.

The present condition of the office exhibits a pleasing result of the industry and capacity evinced by the clerks employed. It is true that industry and capacity have not enabled them to keep pace with the demands upon the office, yet there is an abundant reason shown for it. It is confidently hoped, however, that no accounts which are now ready for settlement, and which have not as yet been reached in the regular train of business, will remain unadjusted on the first of January next. Notwithstanding the foregoing facts, however, and the addition of two clerks since the first of July last, I am constrained to add, that in consideration of the annual increase, though gradual, of the business of the office, which appears from its records, the duties of it have become quite onerous.

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

A. J. O'BANNON,  
*Acting Fourth Auditor.*

Hon. JAMES GUTHRIE,  
*Secretary of the Treasury.*

A H.

*Report of the Fifth Auditor.*

TREASURY DEPARTMENT,  
*Fifth Auditor's Office, November 11, 1853.*

SIR: I have the honor to acknowledge the receipt of your letter of the 10th inst., requesting, on behalf of the Secretary of the Treasury, a report on the operations and condition of this office, including any improvement which may have taken place therein since the 4th of March last.

In reply I have to state, that, with six clerks, there appear to have been 752 accounts adjusted and reported to the Comptroller since the 4th March last, consisting, in part, of the following description, viz:

1st. Bankers of the United States at London.

2d. Ministers extraordinary and plenipotentiary of the United States to Great Britain, France, Russia, Prussia, Spain, Brazil, Mexico, Peru, and Chili; minister resident and dragoman to Turkey; and commissioners to China and the Sandwich Islands.

3d. Secretaries of legation to the several ministers.

4th. *Chargés des affaires* to Portugal, Austria, Denmark, Sweden, Holland, Belgium, Naples, Sardinia, Rome, Venezuela, Buenos Ayres, Bolivia, Guatemala, Ecuador, Nicaragua, and minister resident in Switzerland.

5th. Consuls who receive pay, viz: at London, Alexandria in Egypt, Smyrna, Beyrout, Tangiers; Tunis and Tripoli, Barbary; Hong Kong, Amoy, and Shanghai, in China.

6th. Consuls of commerce and commercial agents who receive no other pay than commissions on their disbursements for destitute seamen, many of whom have voluminous accounts. Of this class of consuls and agents who have accounts to settle at this office, there are 214 in the different quarters of the world.

7th. Disbursing agents of the Department of State and of the General Post Office, and Commissioner of Patents.

8th. Disbursing agent for the census, under the Secretary of the Interior, whose accounts are voluminous.

9th. Commissioners for running the boundary line with Mexico, surveyors and astronomers, and other agents under the Secretary of the Interior. These accounts have been very large, and involved heavy sums.

10th. Awards of commissioners under treaties with foreign powers.

11th. Claims allowed by special acts of Congress for services and losses by citizens in Oregon in war with the Cayuse Indians, in 1847 and 1848.

12th. Accounts of captains of vessels for bringing home destitute seamen from foreign countries.

Besides the business of settling these accounts, much time and attention is required in answering calls from the Department of State for statements and information, in settling accounts under special acts of Congress besides those above mentioned, and in preparing and forwarding letters on the general business of the office.

Of the accounts rendered and not settled, I have the honor to enclose

a list herewith. Some of these are not settled because the accounts of the bankers at London for the last quarter, and from whom the parties have drawn moneys, have not yet been received; others remain unsettled for want of time and explanation. I am not aware that any improvement has been made within the period under consideration.

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

PETER G. WASHINGTON, Esq.,  
*Assistant Secretary of the Treasury.*

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*List of accounts unsettled.*

- Daniel D. Barnard, minister to Prussia, from 1st September, 1851.  
 John P. Brown, dragoman at Constantinople, from 15th May, 1850, to 30th March, 1853.  
 James Buchanan, minister to Great Britain, from 1st June to 30th September, 1853.  
 George V. Brown, consul at Tangier, Morocco, from 1st July, 1852, to 30th June, 1853.  
 Richard H. Bayard, chargé to Belgium, from 1st January to 30th June, 1851.  
 Daniel M. Barringer, minister to Spain, from April 1st, 1852, to 7th November, 1853.  
 Cortland Cushing, chargé to Ecuador, from October 1st, 1852, to 30th September, 1853.  
 Ferdinand Coxe, secretary of legation to the Brazils, from April 1st to 28th October, 1853.  
 Lewis Cass, jr., chargé to Rome, from July 1st to 31st December, 1852.  
 John Randolph Clay, chargé to Peru, from October 1st, 1852, to 30th June, 1853.  
 Miller Greeve, chargé to Denmark, from 30th October, 1852, to 31st May, 1853.  
 R. B. Jones, consul general in Egypt, from 30th December, 1852, to 23d August, 1853.  
 J. R. Ingersoll, late minister to Great Britain, from August 30, 1852, to 23d August, 1853.  
 William B. Kinney, chargé to Sardinia, from April 1st, 1852, to 30th June, 1853.  
 J. B. Kerr, chargé to Nicaragua, from 21st August, 1851, to 30th June, 1853.  
 E. J. Morris, chargé to Naples, from July 1st, 1852, to 30th September, 1853.  
 H. H. Miller, chargé to Bolivia, from 22d September, 1852, to 30th June, 1853.  
 George P. Marsh, minister resident in Turkey, from July 1st, 1852, to 31st March, 1853.  
 Peter Parker, secretary of legation and interpreter in China, from July 1st, 1852, to 31st March, 1853.  
 ——— Marshal, commissioner to China; no account received.

Baillie Peyton, minister to Chili, from 1st July, 1852, to 30th September, 1853.

Robert Schenck, minister to Brazil, from 1st January to 31st March, 1853.

Francis Schroeder, chargé to Sweden, from 1st July, 1852, to 31st March, 1853.

Luther Severance, commissioner to Sandwich Islands, from 1st October, 1852, to 30th June, 1853.

J. M. Steele, chargé to Venezuela, from 1st July, 1852, to 30th September, 1853.

Thomas M. Foote, chargé to Austria, from 6th September, 1852, to 15th June, 1853.

George Folsom, chargé to Netherlands, from 1st July to 31st December, 1852.

Theodore S. Fay, secretary of legation at Berlin, from 1st January to 30th June, 1853.

Same, as minister resident in Switzerland, from July 1st to September 30, 1853.

William Duer, consul at Valparaiso, to 30th August, 1853.

Thomas Aspinwall, consul at London, to 30th September, 1853.

F. B. Ogden, consul at Bristol, to 30th September, 1853.

B. Hammett Norton, consul at Picton, N. S., to 30th September, 1853.

William Carroll, consular agent at St. Helena, to 30th June, 1853.

Charles Hufferagle, consul at Calcutta.

Ed. Brandt, consul at Archangel.

C. W. Bradley, consul at Amoy.

F. W. Emory, Mexican boundary survey, from 30th September, 1851, to 31st March, 1853.

T. W. Tansill, quartermaster and commissary, from 2d September, 1852, to 31st March, 1853.

Lieutenant Whipple, boundary survey, from 1st April, 1850, to 31st March, 1853.

TREASURY DEPARTMENT,

*Fifth Auditor's Office, Nov. 12, 1853.*

## A I.

### *Report of the First Comptroller.*

TREASURY DEPARTMENT,  
*Comptroller's Office, November 11, 1853.*

SIR: The Assistant Secretary of the Treasury having informed me it is your desire to have a report from me of the operations and condition of this office, including any improvement which may have taken place therein since the 4th of March last, it gives me pleasure to state that the current business of the office is promptly taken up by the different clerks to whom it is referred, and despatched with the least possible delay. There are some old accounts yet unadjusted, arising principally from the judiciary system. They have been disposed of so far as satisfactory



explanations and evidence have been produced, and those that remain are the subjects of correspondence and instruction.

The fee bill of February 25, 1853, will relieve this office from much labor in the settlement of the accounts of marshals, district attorneys, and clerks of the courts of the United States.

One clerk of the first class was added to this office by the act of March 3, 1853. The classification of clerks provided for by that act did not affect the clerks in this office. The duties of this office are prescribed by law, and the mode of discharging them may be traced, with slight changes, to the origin of the Treasury Department.

It has been sanctioned and approved by the several distinguished officers who preceded me, and no important improvement has been suggested to my mind as practicable. Since my appointment I have opened books of registry, that add to the convenience of the office, and, in some particulars, to the facility of transacting its business.

The scattered positions of a part of my clerks greatly retards the business, by preventing that easy and free intercourse that should constantly be had between the chief of a bureau and his clerks.

Most sincerely yours,

ELISHA WHITTLESEY.

HON. JAMES GUTHRIE,  
*Secretary of the Treasury.*

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A K.

*Report of the Second Comptroller.*

TREASURY DEPARTMENT,  
*Second Comptroller's Office.*

SIR: In reply to your request of the 10th instant, to be informed "of the operations and condition of this office, including any improvement which may have taken place therein since the 4th of March last," I have the honor to submit the following report:

Under the act of March 3, 1817, establishing this office, the revisal and final decision upon all the accounts stated by the Second, Third, and Fourth Auditors devolve upon it, with the incidental duties of certifying balances, countersigning requisitions, prescribing forms, and keeping accounts of the appropriations for the War and Navy Departments. Ample employment is, of course, furnished for the whole force assigned to this bureau.

Since the 4th of March last a reorganization of the office has taken place, and a new distribution of duties has been made, with manifest improvement, as I think, in the transaction of the public business. A large number of unadjudicated claims were then on hand, which had remained suspended, either for additional proof or further investigation. All these have been, for some time, disposed of, after a thorough and laborious examination, continued, frequently, to a late hour of the night, until everything, except the current business, was decided upon and finished. More disputed cases have been acted upon, more decisions given, and a more extended correspondence carried on, during this pe

riod, than ever before in the same length of time, since the establishment of the office.

It affords me great pleasure to say that, in my opinion, this office was never in a better condition than at present, in all respects affecting the public interests. The gentlemen employed in it show a laudable desire to augment, by their talents and industry, the reputation of the office, with which their own is, in some degree, connected, and to discharge faithfully their several trusts. No branch of business is in arrears; not a single case sent here for decision remains unadjudicated. This gratifying condition has been attained and continued only by a prompt and assiduous attention, on the part of all, to their respective duties. If the nature of the case admits it, every official letter is answered upon the day it is received; and all accounts and official communications are taken up in their regular order of reception here, carefully examined, errors and omissions, if any are discovered, are corrected, and the accounts immediately returned to their proper Auditor.

As at present organized, the office is efficient for the objects for which it was established, and capable of meeting all the usual and customary demands for its official action in a satisfactory manner.

There is, however, one class of accounts, for revising which no adequate provision has been made, and of which this office has never taken cognizance, except in extraordinary cases. I allude to the "property accounts," which have recently been the subject of correspondence between some of the accounting officers and the Secretary of the Treasury. If sufficient clerical force can be obtained for this duty, a desirable end will be accomplished.

I am, very respectfully, yours,

J. M. BRODHEAD,  
*Comptroller.*

HON. JAMES GUTHRIE,  
*Secretary of the Treasury.*

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A L.

*Report of the Commissioner of Customs.*

TREASURY DEPARTMENT,  
*Office of Commissioner of Customs, November 14, 1853.*

SIR: In reply to your communication of the 10th instant, requesting information in regard to the condition and operations of the office under my charge, and of such improvements as may have been adopted therein since the 4th of March last, I have the honor to submit the following report.

When I entered upon the duties of Commissioner of Customs, in April last, the office had for some months been under the care of a gentleman now occupying a responsible position in the treasury, and whose long experience and intimate knowledge of the duties of the office had enabled him so to regulate its business as to render any essential change apparently unnecessary. I had the pleasure, also, to find the gentlemen composing the official force fully competent to the discharge of the

various duties assigned them, and qualified, by their experience and knowledge of business, to undertake such additional duties as might be directed by the department.

Since that period, I have given my best exertions to enforce a prompt and regular despatch of the public business, and a thorough and careful scrutiny into the accounts of the different public officers which receive their final examination and settlement in this office, and, by continued personal supervision and participation in the current business of each day, to guard as well against unnecessary delay, as a hasty or imperfect examination of the accounts of public agents.

It has been my constant practice personally to examine every letter received at the office, and to require that each communication calling for a reply should be attended to and answered by the evening mail of the day on which it was received.

In requesting remittances on the estimates of disbursing agents of the treasury, each item is scrutinized; and when the authority is not clear, the amount, or such part of it as may be liable to objection, is withheld, the agent notified of such refusal, and the reason therefor briefly stated; and in the investigation of accounts of the collectors of the customs and other disbursing agents, many of which I have personally examined, I have enjoined, at any expense of time and labor, a thorough and rigorous scrutiny.

The final adjustment of an account is frequently delayed to await explanations in regard to suspended items; and the occasional absence of clerks, from sickness or by leave, will sometimes produce a slight accumulation of business. In such cases, however, additional labor is asked of other clerks; and being always cheerfully assumed, any considerable accumulation is avoided.

The reports which, by your direction, have been made at the commencement of each month, show the number of accounts received at the office, the disposition which has been made of them, and the number remaining undisposed of at the end of each month; and to which, for a more detailed account of that part of the business of the office, I beg leave to refer you.

The customs accounts, which by your direction, as per circular of 15th June last, were required to be made monthly, instead of quarterly, were at first somewhat tardy and irregular; as soon, however, as the collectors had become fully instructed in the mode of rendering their accounts, the irregularity and delay gradually diminished, and I am gratified at being able to apprise you that these accounts are now rendered with a good degree of promptitude—so much so, indeed, that most of those ending on the 30th September have passed through both the accounting offices, and many for the month ending 31st October are now in course of examination in their office.

In conclusion, I would ask leave, if this occasion be a proper one to do so, to call your attention to the inequality which exists in the compensation of the clerks employed in this office: every desk is responsible, and in each, higher qualities than that of a mere copyist are required; and some at a salary of \$900 are performing duties precisely similar to others who have \$1,500. The highest sum is certainly not too much; the lower so obviously insufficient, that I should omit performing my duty if I failed to bring it to your notice. In this connexion I may be

allowed to state that the clerks employed in this office have manifested a commendable zeal in the discharge of their respective duties. They have, so far as I am apprized, fully complied with the requirements you have prescribed, and on all occasions evinced a willingness cheerfully to co operate in their respective spheres, in carrying out the policy which, under your direction, has produced so marked and signal an improvement in the department to which this office belongs.

I am, with great respect, your obedient servant,

H. J. ANDERSON,

*Commissioner of Customs.*

Hon. JAMES GUTHRIE,

*Secretary of the Treasury.*

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A.M.

*Report of the Register of the Treasury.*

REGISTER'S OFFICE,  
November 17, 1853.

SIR: In compliance with your note of the 10th inst., desiring information as to the operations and condition of this office, and any improvement that may have taken place therein since the 4th of March last, I have the honor to report, that the operations of the office consist mainly in keeping detailed statements of receipts into the treasury from the customs, sales of public lands, and miscellaneous sources; also, a like statement of disbursements therefrom; in preparing the annual report of the receipts and expenditures—of commerce and navigation—keeping the files of the statements and reports of the First and Fifth Auditors—the reports of the Commissioner of the General Land Office on the accounts of receivers of public moneys, both as receiving and disbursing agents—making issues and transfers of United States stocks, and preparing statements and dividends thereof, &c., &c.

Within the last year, the business of some of the desks, from various causes, has increased from *forty to fifty per cent.*, and *even more*. As an evidence of its vast increase, allow me here to state, that formerly one clerk in the Secretary's office, was able without inconvenience, to issue all the receipt and expenditure warrants; now, there are three constantly employed.

In the year 1825, the number of clerks employed was twenty-one; subsequently, three were added to this bureau—what is termed the loan-office—requiring the service of five clerks. Yet, there are employed now only twenty-eight, making, in reality, an addition of only two. Yet, notwithstanding the great increase of business, the competency and industry of my clerical force is equal to the discharge of the duties required. Except in times of unusual business activity, or when frequent calls are made from the heads of this and other departments, it is not sufficient to meet them with that alacrity and promptness desirable, without greatly retarding the regular and ordinary business.

Many and numerous calls have been made by the Solicitor of the Treasury, since the 4th of March last, for authenticated transcripts of

papers and records in this office; all of which have been promptly furnished, as also those from other quarters, some of which require very extended statistical information.

The redemption of United States stocks not yet due, resolved upon by the head of this department, since the 4th of March last, as a matter of financial policy, the wisdom of which is best exemplified by its effect upon the general prosperity and credit of the country, has also greatly added to the current business of this department.

As to the condition of this office, allow me to say that the clerks of the various desks evince great industry, alacrity, and promptness in the discharge of their several duties, and that most of them are up, as far as circumstances will allow, with the regular business assigned them.

Those whose duty it is to prepare estimates for the commercial document, have been greatly retarded in their duties by the very many and extended calls made upon them by heads of departments and otherwise, and by delay in some of the collectors in sending in their returns. All the abstracts now being furnished, it is thought the statistics for this document will be ready for the printer by the second Monday in next month, and the balance, from time to time, as needed. It has been suggested, as a matter of reform in this branch, that collectors of the customs be required to make their returns monthly, instead of quarterly, as now. As the books must necessarily be adjusted and balanced at the end of each month, instead of quarterly, and as an additional clerical force will necessarily be required, to discharge the increased labor consequent thereon, allow me to suggest, "to what good" the change?

The statistics for the work usually styled Receipts and Expenditures cannot be collected and arranged until the books from whence they are gleaned are balanced and proved; and as the fiscal year ends on the 30th of June, and it usually requires about three months thereafter to balance and prove them, it cannot be supposed that the desk having charge of this matter is in a state of forwardness, or that the books will be ready to lay before Congress at the time designated by law; yet I have the honor to report, that the statistics will be ready for the printer at the usual time.

As to any improvement in this office since the 4th of March last, I can only say, that since my induction into office, on the 20th of April last, the current business operations, including those of an incidental character, have been discharged with promptness and fidelity, and that particularly in relation to United States stock, letters have invariably been answered, and the stock transferred on the day of its reception, in pursuance of the instructions and wishes of the Secretary.

Upon an examination of the statements and vouchers from the Fifth Auditor's office, on file here, it was found that many hundreds were missing. Diligent search and inquiry was made for the missing papers, but few were found. In order to avoid a recurrence of this kind of contingency, the order of the Secretary, directing that "no account, document, or papers of any kind, on file, shall be withdrawn," has been rigidly enforced.

A change in name, and, as I conceive, without improvement, under an act of Congress of the 3d of March last, has been made in the office since that time, by what is termed a classification of the clerks—a change affecting the *salaries*, and not the *duties*, of the various desks. Whilst

the duties have increased, as also the price of living, the classification has, in the main, reduced the salaries.

In order to show that this act does not mete out "equal and exact justice," either in its provisions or omissions, among the different departments, allow me to state, that in the First and Second Comptroller's offices, out of fourteen clerks, there are seven in each receiving \$1,500 per annum; that in the Fourth Auditor's office, out of fourteen, there are nine at salaries of \$1,500 each, and in the Sixth Auditor's office five at \$1,800.

In this office there are twenty-eight clerks, and at least nine desks, requiring as much faithfulness, honesty, industry, and clerical ability, as in either of the other departments, and yet only four clerkships of \$1,500 salaries allowed. There are also at least *two*, requiring the very highest degree of competency, ability and experience, and yet there have been no \$1,800 clerkships assigned.

It will scarcely be pretended, I presume, that clerical duties in this office are less onerous than in the others, or that less ability and time are required in their discharge.

Permit me, therefore, in consequence of the great and growing increase of business—the numerous, extended, and accumulating calls consequent thereon, requiring the time of many of the clerks, a considerable portion of the year, out of office hours—to mention the propriety of the Secretary suggesting to Congress that said act be amended in accordance with present circumstances, and the principles of right, so as to allow to this office two clerkships of class No. 4, nine of class No. 3, and giving none less than \$1,200 per annum.

All which is respectfully submitted.

I am, very respectfully, your obedient servant,

F. BIGGER, *Register*.

HON. JAMES GUTHRIE,

*Secretary of the Treasury.*

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A N.

*Report of the Solicitor of the Treasury.*

OFFICE OF THE SOLICITOR OF THE TREASURY,  
November 17, 1853.

SIR: In compliance with the request from your office of the 10th inst., I have the honor to submit the following abstract of the general condition of the business of this office, and of its operations, since the 4th of March last.

Soon after I entered upon the duties of this office, in obedience to your instructions of the 21st of June last, the clerks having charge of its dockets were directed to enter upon a general examination of the condition and history of the suits pending and undecided, and of the unsatisfied judgments, with a view to such measures as might be deemed necessary to bring the former to a termination with the least avoidable delay, and as far as possible to collect the latter. This was found to be a work of considerable labor, as it was necessary to go carefully

over the dockets, filling some twenty large volumes, and embracing a period of more than sixty years, with a voluminous correspondence, much of which required examination.

The result of this examination I had the honor to communicate to you on the 7th of October last, in three tabular statements.

1st. Statement of suits brought against debtors of the United States on accounts settled at the treasury and on other miscellaneous accounts, and amounts collected from the commencement of the government to the year 1830, when the office of Solicitor of the Treasury was established. From this it appeared that there were still unsatisfied 1,509 suits and judgments, amounting in the aggregate to the sum of \$7,225,637 78 at the period of the organization of the office in the year 1830.

2d. Statement of suits brought since the organization of the office in 1830 to the 27th June last, by which it appeared that there were at that last time 650 further suits unsatisfied, leaving due to the United States the further sum of \$7,693,164 53.

3d. Statement of suits on duty bonds, showing the amount of judgments thereon still due, amounting to the further sum of \$6,328,71 53; the total amount of judgments and suits unsatisfied on the 27th of June last being \$21,247,516 89.

In addition to the above is the register of suits for the recovery of fines, forfeitures, and penalties, constituting about one-half of the suits in charge of the office; but they are mainly *in rem*, and could not, therefore, be condensed into a tabular form, so as to exhibit satisfactorily the amount of this litigation in dollars and cents.

There are also a number of suits against the United States to settle the title to lands claimed by individuals under grants from the Crown of Spain, amounting in the aggregate to near ten millions of acres. These cases have nearly all been decided in favor of the United States in the courts below, and are now pending, on appeal, in the Supreme Court of the United States.

Of the suits of all classes above referred to, there remained pending and undecided in the circuit and district courts, on the 4th of March last, about one hundred and fifty; and the district attorneys have been instructed to prosecute them with all possible vigor, and bring them to a final decision with the least avoidable delay.

General instructions have been given to district attorneys, marshals, clerks of courts, and collectors of customs, defining their duties in regard to public matters in their charge, and directing them to report fully and promptly all their proceedings to this office; and to enable them to do so satisfactorily, blank forms have been placed in their hands.

Correspondence has also been had with the district attorneys in regard to the unsatisfied judgments, and this will be diligently pursued with a view to their collection as far as possible.

Being satisfied that a complete list of all the outstanding judgments in each judicial district should be placed in the hands of each of the district attorneys, I have directed such lists to be prepared and copied into books specially prepared for that purpose, and sent to the district attorneys, to be kept among the permanent records of their offices. To these lists each attorney will be instructed to add all the new suits as they occur, thus perpetuating and preserving in substantial form a complete register of all the business in his charge. This, however, will require

time and labor to complete. The notes taken in the examinations already made will aid greatly in this work, but the whole must necessarily be gone over again with increased care and attention.

Of this large amount which thus appears to be outstanding, at least nine-tenths stand in the form of judgments against principals and sureties on official and custom-house bonds, in which executions have been issued and returned "*nulla bona*." All the usual and regular proceedings authorized by law have been resorted to to enforce payment, without effect; and I am satisfied that much the greater portion of it will be entirely lost, unless some more efficient and energetic measures can be devised and put in operation than are now authorized by law.

It appears that my predecessors have all been satisfied of this, and felt it their duty to call the attention of the head of the department and of Congress to this subject, with a view to such legislation as would afford the requisite remedy. In the report of the first Solicitor, V. Maxcy, esq., dated January 6, 1831, made to Congress by direction of the act establishing the office, he said, in regard to such of the above debt as was then outstanding:

"No remuneration is provided by law to stimulate the zeal of the United States attorneys in the collection of this vast amount of debt. The legal fees in almost all the suits having been paid to their predecessors in office who instituted them, no inducement but a cold sense of unprofitable duty is left to incite them to exertion. A very great portion of this mass of debt is due from persons and estates that are hopelessly insolvent. Still, however, it is believed that a large amount, which will otherwise be lost, might be gleaned, if an adequate inducement to encounter the labor of collecting the information called for, and to act vigorously and zealously after obtaining that information, were held out to district attorneys in the shape of a liberal commission on collections," &c.

Nothing, however, was done by Congress on the subject. All that the office could do was to keep the district attorneys and collecting officers instructed to look vigilantly after these old claims, and to enforce collections wherever it was practicable; and this appears to have been done. But what was then foreseen by Mr. Maxcy has been literally and fully verified—the collections have been very small and trifling, and, in the absence of other inducements to activity and energy, such must continue to be the case.

Whether the remedy recommended by Mr. Maxcy is the appropriate one, I am not prepared to say. The reflections which I have been able to give the matter incline me to the opinion that the best remedy will be to vest in the Secretary of the Treasury power to compromise these old claims, and, in connexion with that power, the necessary authority to appoint one or more special agents in each judicial district, to receive propositions for compromise from such parties as choose to make them, and to investigate the condition and circumstances of the parties, and make report thereof, with his opinion thereon; said agent also to have authority to look after other cases, where no offer of compromise is made; and for all his services, in both classes of cases, to be compensated by a commission on the amounts collected, graduated according to the difficulties and labor in each case. This, it appears to me, would afford ample inducement to activity and exertion to realize all that could be from this mass of old debt; and I respectfully recommend that



some such view or arrangement be pressed upon the consideration of Congress.

In regard to the operations of the office since the 4th of March last, there have been twenty-one suits commenced on accounts settled at the treasury, amounting in the aggregate to the sum of \$405,769 81, of which sum \$17,325 87 has been collected and paid into the treasury.

The district attorneys have reported eighty two suits for the recovery of fines, penalties, and forfeitures, and thirty-eight suits of a miscellaneous character; making in all one hundred and forty suits commenced since the 4th of March last. Of the results of these suits, very little is yet known. The appearance term in all of them occurring in the summer and fall months, time has not yet elapsed sufficient for the reports of the district attorneys to reach this office. I can only say that, in all cases, the officers of the law have been instructed to prosecute them with all practicable vigilance, and to report the results without delay.

It is perhaps proper to say that several of the suits reported are to recover penalties incurred under the act entitled "An act to amend an act entitled 'An act to provide for the better security of the lives of passengers on board of vessels propelled in whole or in part by steam, and for other purposes,' approved August 30, 1852." By the forty-first section, it is provided that all penalties imposed by this act may be recovered in action of debt by any person who will sue therefor in any court of the United States. I am of the opinion that the government of the United States is not embraced by the words "any person," and that suit cannot be sustained in the name of the United States for a recovery of the penalties imposed by the said act. If this view of the law be correct, the act will be of little importance, inasmuch as private individuals will seldom trouble themselves to enforce the sanctions prescribed by the statute. I would respectfully recommend, therefore, that the forty-first section be amended, so as to read as follows:

"SEC. 41. *And be it further enacted*, That all penalties imposed by this act may be sued for and recovered in an action of debt in the name of the United States, or by any person who will sue therefor, in any court of the United States."

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

F. B. STREETER, *Solicitor.*

HON. JAMES GUTHRIE,

*Secretary of the Treasury.*

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A P.

*Report of the Treasurer of the United States.*

TREASURY OF THE UNITED STATES,  
November 29, 1853.

SIR: In reply to your letter of the 10th instant, I take occasion to state, that the principles of action and the practical operations of this office are the same now that they have been since its original organization. Its great and important duty is to receive, safely keep, and disburse the money of the nation.

The treasury receives money directly, at its counter, and indirectly, by its assistant treasurers and designated depositaries at other points, and disburses through the same channels. It also issues drafts on receiving officers of the treasury, not designated as depositaries, for the public money in their hands, and when paid, treats the amount of the transaction as at once a payment into and out of the treasury by the officers in question. When the disbursements of those officers are greater than their receipts, the government is saved the risk and expense of transporting the money to a depository, and the officer relieved from the risk of keeping it.

The receipts and payments of the treasury are regulated by warrants signed by the Secretary and Comptroller of the Treasury, and registered in the proper office. The warrants, in addition to being the proper vouchers in the settlement of the Treasurer's accounts, subserve the convenient purpose of fixing, with precision, the amount of each kind on the books of the respective offices in which the accounts of such receipts and payments are kept.

The operations and condition of the office, in respect to these general duties, appeared to me to be in good order when I entered the office in April last. Since then the daily routine of business has been performed with assiduity and promptitude by the persons having charge thereof.

The most material improvements which have taken place in the office since I have been in it, are those which have arisen out of your construction of the Independent Treasury act of 1846, and your determination, so far as the Treasury Department is concerned, to give to the restrictive provisions of that act their full and legitimate effect.

Of the changes in the mode of doing business in the Treasurer's office, in consequence of that determination, the following are enumerated:

1st. Prior to the 4th of March last, as I am informed, moneys were advanced in large sums, to persons not officers of the government, for the ostensible purpose of purchasing United States stock, for paying interest on the public debt, and coupons, and other purposes of similar character. The sums now required for these objects are paid, in detail, at the treasury, and directly to the parties entitled, or their attorneys, without the intervention of other agencies. Lists of interest and unclaimed dividends are placed in this office and in the offices of assistant treasurers; and these dividends, as well as coupons, are paid, on application, at the respective offices, but paid out of funds for which warrants had issued, and the money placed in their hands as fiscal agents of the government. In like manner, in the purchase of public stocks. About twelve millions have been purchased since the 4th March, but not a dollar has been paid therefor from the treasury until the stock has been assigned and surrendered to the United States, an account duly stated and adjusted by the accounting officers, and a warrant regularly issued for payment, by the Treasurer, to the party entitled. Drafts for the amount, on the assistant treasurer at the place where the party entitled to the money desired payment to be made, have, I believe, without an exception, been made out and delivered to the person or agent, if present, and if not present, forwarded to the person entitled, by the mail of that evening on the day on which the stocks, by mail or otherwise, have reached the treasury. This has been effected by means of the attention and activity of the officers concerned.

2d. In like manner, the practice of issuing transfer drafts in favor of banks or brokers, to remain a considerable time upon the books, as an equivalent for the expenses of transportation, and occasionally renewed, instead of being paid at maturity, has entirely ceased. Instead thereof, in all cases the transfer draft has issued only after the deposit of coin has actually been made, or when it was necessary to transport the specie, and then the money has been deposited at the desired point, as soon as the transportation could be effected, by an officer of the department. As an effect of an actual transportation of specie from New York, to supply expenditures at this point, it may be observed, that as the circulation here becomes surcharged, bankers and dealers find it convenient to deposit coin in this office, and obtain therefor drafts on New York, without expense to the government.

3d. A third measure of improvement, giving further effect to the Independent Treasury act, was your order to the Treasurer and assistant treasurers to receive on deposit from disbursing officers of the government the public money in their hands, (whenever such officers should apply,) and to pay it out on the checks of such officers; thereby affording them secure places for keeping the money for which they are responsible, and the facilities of making their disbursements by checks, paid in the current coin of the United States; also relieving them from the necessity or pretence of evading the spirit of said act, by placing the money with banks or brokers, as had theretofore been the practice. Under that order, several of the disbursing officers at Washington have made deposits with the Treasurer as fiscal agent; accounts have been opened and kept with them, and the checks of the depositing officers (occasionally drawn for a less sum than a dollar) are paid in coin. The sums so deposited up to this time in this office amount to \$649,000, and the payments on their checks amount to \$536,000, leaving now in the hands of the Treasurer \$113,000. Deposits of the same character, and to a much larger amount, will, in all probability, be made within a short time. The labors, duties, and responsibility of this office have been greatly increased by this operation.

By your orders, \$130,000 of the new silver coinage authorized by the last Congress have been transferred from the mint at Philadelphia to this office, with instructions to exchange the same, in reasonable amounts, for coins of larger denominations. This operation has been most sensibly and beneficially felt here, and in parts of Maryland and Virginia. As evidence of the fact, and of the great need the community had for small coin, there is now only \$50,000 of that small coin in the treasury, \$80,000 thereof having been exchanged for gold. Much relief has been afforded the community. At the same time, it has cast upon this office much labor and responsibility. The duties have been performed by the persons in charge of the money room, with promptitude and fidelity.

Under the direction of the act of 3d March last, which went into operation on the 1st of July, a board was constituted, under your order, and all the clerks in this office were duly examined and found well qualified for the respective places, and, I must say, each has performed all the duties assigned him, in a manner which meets my approval; at all times, when necessary, remaining at their posts after the expiration

of business hours, in order to complete and despatch the business on hand.

I desire also to remark, that on the 1st of July, under the said act of 3d March, the number of clerks in this office was reduced from fourteen to twelve; but since then, the business of the office, generally, and at each desk, has been very much increased, and there is every prospect of a still greater increase, as the new arrangements become more fully developed; and that no clerk of the fourth class was allowed to this office.

I am convinced that, under a due regard for the future efficiency of the office, an additional clerk should be allowed us, of at least a second class rate, and consequently I respectfully ask for and recommend the employment of such a one.

The two clerks employed in the money room—one of the third, and the other of the second class—are not compensated in proportion to the responsibility and risk, as well as the requisite intelligence and arduousness of their special duties; and, therefore, I respectfully recommend that one of them be placed, in regard to salary, on the footing of a chief clerk of a bureau, and the other on that of a fourth class clerk.

I have the honor to be your obedient servant,

SAM. CASEY,

*Treasurer of the United States.*

HON. JAMES GUTHRIE,

*Secretary of the Treasury.*

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A Q.

*Report of the Coast Survey.*

MOUNT BLUE,

*Franklin County, Me., November 2, 1853.*

SIR: I have the honor to submit, in advance of my annual report, a condensed statement of the progress of the Coast Survey during the past year, with a few remarks, and the estimates for the next fiscal year; and would respectfully request that, as explanatory of the estimates, this letter may, as usual, be printed with the "estimates of appropriations."

Progress has been made in every State of the seacoast of the Union, on the Atlantic, the Gulf of Mexico, and Pacific, in field operations, or, where they are completed, in the office work resulting from them. The two Territories on the Pacific have also received a proper share of attention.

My annual report will give full details in regard to this progress up to the close of the surveying year, classed under the head of the eleven sections into which the coast has been divided, and of office-work, and will be accompanied by an appendix containing extracts from the reports of the assistants and others, and various information relating to the work itself, or to the results developed by it during the past year. It will be accompanied by sketches showing the progress of the work in each section, and giving the results immediately useful to commerce and navigation, in preliminary charts and hydrographic sketches.

A rough estimate of the comparative progress of the work in different years may be had from the fact, that in 1844 the work was going on in

nine States; in 1846, in fifteen; in 1847 it had been extended to eighteen, and now embraces all the States on both eastern and western coasts. In 1844 four sketches of octavo size sufficed to show the progress; in 1846 nine were required; in 1850 twenty-six; and now fifty-five are necessary for the same general purpose. There are few localities of our extended coast, from the St. Croix to the Rio Grande, and from San Diego to Fraser's river, which have not been embraced at least in the preliminary operations of the survey; the information obtained from which is incorporated in the sketches of the yearly report. It needs but a cursory examination of these to show that the advance towards completion is decided and regular, requiring merely to be steadily followed up to insure its completion within a reasonable time; the system admitting of ready enlargement to adapt the progress to increased appropriations. It is desirable to take the opportunity of our unexampled prosperity to push the survey more rapidly to completion. While increased means would be used economically and effectually, the estimates are limited to the same total amount as that approved by the department for the last year, and based upon the scale of operations repeatedly sanctioned by the Executive and Congress. I deem it but right to say, that the economy of nearly forty per cent. which was shown in my report of 1850 to have attended the previous enlargement of the work, would receive some increase from a further extension; but as a considerable portion of the work must necessarily be in the southern sections, where the expenses of every kind are higher than in the northern, a proportionate gain could not be expected. It would chiefly be in extending, in its complete form, to commerce and navigation, the general aid of maps and charts at an earlier day, that such an extension would be beneficial.

The most difficult piece of hydrography on our coast has been completed during the past season. The area of broken ground east and south of the island of Nantucket is nearly seven hundred square miles in extent, and is spread with dangers, some real and some only apparent. The work which has been prosecuted there perseveringly since 1846 has made the position of the dangers fully known, and has in turn employed the resources and taxed the perseverance of some of the most able hydrographers of the survey. The hydrography of such ground as this is truly difficult; it must be surveyed with the minuteness of a harbor, without the facilities which neighboring land affords. The land cannot be seen from the deck of a vessel from Davis's shoal, and yet it must be traversed closely with the sounding-line, and the positions of the soundings be clearly determined. It is no small source of congratulation that the difficult work is well through with, and without accident to those who have so faithfully encountered the very dangers which they seek, in order to instruct others how to avoid them. The excitement caused by the mere rumor, this summer, that one of the Atlantic steamers was upon these shoals, shows the well founded dread which the greatest commercial and navigating community of the country has of them—an excitement which was hardly allayed by the accompanying assurance that the steamer seen was one of the surveying steamers, whose departure to the shoals had been duly published, and whose business it was, therefore, to be just there, and at that time, where and when no passenger steamer should be. The preliminary sketch of these shoals issued last year from the Coast Survey office, will be speedily brought up to

date and published. If a permanent light could be placed on the old South shoal, it would, in a great degree, deprive this region of its danger to large vessels bound into New York.

The completion of the primary triangulation of another of the sections of the coast (the third section,) and the rapid progress of the hydrography of the same section, which now nearly embraces the entire entrance of the Chesapeake bay, are gratifying results of this year. A shoal has been determined off the Chesapeake entrance which, if obscurely reported before, was not sufficiently known to be placed upon the charts, and public notice of the determination has been given to mariners.

One of the most interesting hydrographic results ever obtained in the survey, and which opens up a rich field of investigation, and has most important theoretical and practical bearings, is the carrying of soundings for some two hundred miles (with a small interval only) SE. from Charleston, directly off the coast, and the finding of soundings after crossing the Gulf Stream from St. Simon's (coast of Georgia) and Cape Canaveral (Florida.)

The relation of the form of the bottom of the ocean, and especially that of these sections, to the peculiar features heretofore discovered in the Gulf Stream, is well determined by the observations of the year, particularly to those curious divisions of the warm water of the Gulf Stream by intrusive cold water, confirmed by so many observations, and now traced as far south as St. Augustine, in Florida. The discoveries of the soundings on the other side of the Gulf Stream were made independently and within three days of each other (June 7th and June 10th,) by the parties of Lieutenants Commanding J. N. Maffitt and T. A. Craven, United States navy, the one sounding across the Gulf Stream from Charleston, the other from Cape Canaveral. The observations of this season clearly establish the existence of the polar current below the Gulf Stream, and its proximity to the shore where the depth permits, even where the surface water may be quite warm. They further render it very probable that there are counter-currents corresponding to the cold streaks in the Gulf Stream, which, if established, must be useful in navigation. It can hardly be doubted that this cold water off our southern coast may be rendered practically useful by the ingenuity of our countrymen. The bottom of the sea fourteen miles ENE. from Cape Florida, five hundred and fifty fathoms in depth, was, in June last, at the temperature of 49° Fahrenheit, while the air was 81° Fahrenheit. A temperature of 38° (only six degrees above the freezing point of fresh water) was found at one thousand and fifty fathoms in depth, about eighty miles east of Cape Canaveral.

The reconnoissance of the coast of parts of North Carolina, South Carolina, Florida, and Louisiana, to determine the plan of work there, has been a valuable result of the last season. With that of the Gulf coast, where existing charts have been made from comparatively loose information, has been connected the approximate determination of astronomical positions, enabling us to give more accuracy to our own progress sketches, and to furnish important geographical data for general use.

The hydrographic reconnoissance of the western coast, so essential to commerce and navigation there, has been completed from San Francisco north, having been finished this summer. A new edition of the chart based upon it is in progress. The work there is beginning to assume its

regular form. Reconnoissances and preliminary surveys have been made in a rapid way, and sketches have been published to meet the immediate wants of the country; accurate surveys and complete maps will in turn speedily take the place of these. The officers on that coast, from the first commencement by the lamented McArthur to the present time, have labored most assiduously to give the work the turn required by the wonderful development of the country. The history of such surveys does not present a case of rapid execution and publication of results which will compare with those which we owe to the coast survey parties in California and Oregon, and the office organization on this side.

The more thoroughly the coast is examined, the more effectually do those difficulties to a continuous triangulation which were so fully believed, in the earlier stages of the survey, to exist, disappear. By far the largest extent of the coast, as I have shown in my report of 1849,\* present great facilities for the work, by high hills near the coast, by islands lying off, and by sounds of various breadths, only separated from the ocean by narrow strips of land. No portion yet examined—from Passamaquoddy bay to the St. Mary's; from the capes of Florida to the Tortugas; from Cedar Keys to Atchafalaya bay, and from Galveston to the Rio Grande, though including many places where it was argued that the system would fail—presents any insurmountable obstacles, or requires the system of triangulation to be departed from for methods which are still available when the other fails. The triangulation extends from Cape Smali, in Maine, to Old Topsail inlet, North Carolina, (Beaufort)—a distance of fourteen hundred and fifty miles, measuring along the sides of the triangles—with a gap of but twenty-four miles, which we are certain, from the examination of Assistant Cutts and of Major Prince, can be filled up, and which the ordinary progress of the work is gradually closing. The same plan of extension from the bases in the different sections will have the same results. Each section rests upon its own base and astronomical determinations while detached; its survey is complete in itself, as far as it goes. The charts are published as the results come in; and when the triangulations join, the bases will serve to verify each other. In the smaller triangulations the bases will be more numerous, but the principle of the work remains the same. The general reconnoissance, which has made important progress during the last season, will be continued until we know, through its instrumentality, the facilities and difficulties for work along the entire coast; and two or three years, at most, will suffice, at the present rate of progress, to close up the intervals which now exist.

I have appended to the report of this year a list of tidal data, for the use of navigators. These results require not only laborious observation to collect, but still greater labor to compute. They are not presented at present as complete scientific data, but as approximations, closer and in a greater variety than heretofore accessible to the mariner, and which cannot fail to be useful to him in connexion with charts of the coast. The tidal phenomena of the principal ports are under investigation, and the results will be presented in tide tables.

It is an interesting fact that the tides of our Atlantic coast, of parts of the Gulf of Mexico, and of the western coast, are of three different

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\* Ex. Doc. No. 5, 31st Congress, 1st session, Senate, pages 2 and 3.

types. Those of the Atlantic coast are of the ordinary type of tides—twice in the twenty-four hours; having, however, a distinct though small difference in height and time between the morning and afternoon tides, known as the diurnal inequality. The Gulf tides are single day tides, and, until the coast survey developments established the contrary, were believed to depend upon the winds, which have the character of trade winds, and therefore considerable regularity, along that coast. The tides of our Pacific coast ebb and flow twice in the twenty-four hours, but with so large a diurnal inequality in height, that the plane of reference to mean low-water commonly used in the charts would, if employed, be a snare to navigators. A rock in San Francisco bay, which at one low-water of the day might be covered to the depth of three and a half feet, might at the next be a wash. A few stations only are required to complete the observations of the tides in the principal ports of the Gulf of Mexico, from Key West to the entrance of the Rio Grande.

The tables of geographical positions, which were published with my report of 1851,\* have received important additions since, which will be given in the appendix to my report of this year. It is intended to complete the preparation of a table of magnetic variations for the principal ports, as far as determinations have yet been made, for the report of next year.

The reduction of the last chronometer expedition for determining the difference of longitude of a point on our coast from Europe has advanced towards completion, the discussion being of the most thorough sort.

The discussion of the problem of deducing longitude from observed moon culminations, interrupted by the lamented decease of Professor S. C. Walker, has been undertaken by one of our most eminent mathematicians, and promises to lead to very satisfactory methods of reduction, at once original and practical. This will enable the immediate use of our observations of moon culminations without the necessity of waiting for the receipt of corresponding results, often productive of much delay; and it will also prevent the loss of valuable observations, for the want of actual correspondences of observation, as now constantly happens.

The feature of the reorganization of the survey under the act of Congress of 1843, which secured a close connexion between the science of the country and the work, was most judicious. The tendency of such works is undoubtedly to adopt a routine, and to adhere to it; so that sometimes they fall behind the progress of the science of the day. System is so very desirable that its excess, constituting a blind routine, is always a danger to be avoided. When closely in contact with the scientific movement of the country, this becomes impossible; the judgment of men of science being prompt to detect any faltering in the forward course of operations which they understand, and improvements in which they fully appreciate.

The act just referred to giving a wise discretion to the Treasury Department, the regulations established in conformity with it, in 1843 and 1844, have sufficed for the present development of the work with scarcely a necessary supplement.

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\* Ex. Doc. No. 3, 32d Congress, 2d session, Senate, pages 166 to 442.



The advantages of bringing together civilians, officers of the army, and officers of the navy, in one organization, as was done by the act just referred to under the Treasury Department, which alone could unite them, have been so often dwelt upon in former reports, that I feel it would be out of place here to repeat my observations. I believe indeed that it is so generally admitted as not to require any further remark. I therefore simply refer to the reports of 1848, 1850, and 1851\*, in which the subject is fully discussed.

The number of officers of the army attached to the coast survey is at present fourteen, namely: of the corps of engineers, four; topographical engineers, two; of the line, eight. Under the rules for details, adopted by the Secretary of War in October, 1853, the services of at least four additional officers will be obtained. These rules will make the number of military and civil assistants equal, as required by the plan of reorganization of 1843, and will permit the officers who may be detailed to remain a sufficient period on the survey to acquire the necessary experience for usefulness in its operations. This result we were approaching in 1846, when the Mexican war swept off all the officers but two from the coast survey. The number of army officers has been steadily increased, as the War Department were willing to detail them to meet our applications. A list of the officers of the army attached to the work in March and September will be given in the appendix to my report.

The number of officers of the navy attached to the coast survey is sixty-four, whose names are given in the appendix to my report. Besides the sea officers, thirteen engineers are attached to the steam-vessels in commission. I have necessarily dwelt, in my successive reports for the last three years, upon the rapid rotation in the naval parties, and other circumstances by which the efficiency of the hydrography was very much impaired.

Justice to the work required that I should point out the facilities which had been withdrawn, and the expenses which the Treasury Department had been required to assume. I have now every reason to expect that the former relations with the Navy Department will be restored, and that full efficiency will be once more given to the hydrographic parties.

The regulations of the coast survey require the superintendent to submit annually to the Secretary of the Treasury a programme of "directions" for the operations for the next year. In execution of the "directions" for the coast survey, approved by the Secretary of the Treasury in June last, instructions have been issued by me to the several chiefs of parties, in relation to the work required from them. A list of the field parties, specifying the several localities of work, and the operations in which they were engaged during the past year, will be given in the appendix to my report. My own service, as chief of a party, will be found in the same list.

By monthly reports from the parties a supervision of the operations is maintained, providing for their due progress and connexion, and for contingencies arising during the season. I have personally inspected the operations of several of the parties, and when the operations of several were to be combined to effect an immediate purpose, have personally made the necessary arrangements. I was enabled generally to combine

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\*Ex. Doc. No. 13, House of Representatives, 30th Congress, 2d session, pp. 4, 5; Ex. Doc. No. 12, House of Representatives, 31st Congress, 2d session, pp. 6, 7; Ex. Doc. No. 3, Senate, 32d Congress, 1st session, pp. 9, 10.

the inspections made in sections III, IV, V, and VI with the service, on the commissions for the improvement of the James and Appomattox rivers, for Cape Fear entrance and river, and for the Savannah river, which had been requested by the War Department, and received the sanction of the Secretary of the Treasury. During the surveying season I visited the parties on the James river, the Cape Fear, Winyah bay, the Stono, Savannah river, and the St. John's, and gave personal directions to the parties in section I on the way to and while at my stations in Maine.

I visited New York, by request of the common council, in relation to the regulation of the water-line of the harbor.

The particulars of the execution of the several duties in the field, afloat, and in the office, by the assistants of the survey and others, will be given in the second part of my report, under the heads of the several geographical sections of the coast.

A list of the developments and discoveries made by the coast survey was published in my report of 1851,\* and continued in that of 1852.† Very few portions of our coast are closely examined without yielding discoveries important to navigation. The charts furnished by the surveys are its most important practical results, showing not only the character of the bottom in sailing tracks of the coast, or the pilot tracks of harbors, but over every portion of the extent of coast and harbor. In the course of the minute investigations required for this purpose, facts of a striking kind are ascertained. During the past year, for example:

1. A ridge connecting Davis' shoal and Davis' bank (Nantucket shoals) has been found.

2. A sand-bank or knoll, with but five fathoms on it, about five miles east of Great Rip, with twelve fathoms between it and Davis' bank and Fishing Rip; the water gradually deepening outside of it, to the northward and eastward, beyond all the limits of the series of shoals.

3. A rock not on any chart, in the inner harbor of Gloucester, Massachusetts, which should be marked or removed.

4. A bank, ninety miles eastward from Boston, with about thirty-six fathoms of water upon it; probably a knoll connected with Caske's ledge, but having deep water between it and the ledge.

5. The inlet at the north end of Monomoy island has diminished considerably in extent since 1848, and in the course of a few years will probably close up entirely, a new one being open to the north of Chatham light, which is now the principal entrance to Chatham harbor.

6. Two shoals near the entrance to the Chesapeake, one four and three quarter nautical miles S. E. by E. from Smith's Island light-house, with seventeen feet on it; and the other E. by S. nearly, seven and three-quarter miles from the same light-house, with nineteen and a half feet on it.

7. The remarkable discovery of continuous deep-sea soundings off Charleston, and of soundings in the depth of between four and five hundred fathoms beyond the Gulf stream.

8. The discovery of cold water at the bottom of the sea below the Gulf stream, along the coast of North and South Carolina, Georgia, and Florida.

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\* Ex. Doc. No. 3, Senate, 32d Congress, 1st session, pp. 126, 127.

† Ex. Doc. No. 58, Senate, 32d Congress, 2d session, p. 80.

9. The well ascertained influence of prevailing winds in the movement of the bars at Cape Fear and New Inlet entrances, and the gradual shoaling of the main bar; the latter fact being replete with interest to the extensive commerce seeking this harbor.

10. The changes at the entrance to Winyah bay, Georgetown harbor. The washing away of Light-house point at the same entrance.

11. The removal of the east spit of Petit Bois island, in the hurricane of 1852, opening a new communication between the Gulf and Mississippi sound, and the rendering of Horn Island pass more easy of access by the removal of knolls.

12. The diminution, almost closing, of the passage between Dauphine and Pelican islands, at the entrance of Mobile bay.

13. The accurate determinations of Ship shoal, off the coast of Louisiana, in connexion with the site for a light-house.

14. The changes at Aransas pass, coast of Texas, as bearing upon the question of placing a light-house or light-boat there.

15. The determination of the position and soundings on Cortez bank, near the island of San Clemente, coast of California.

16. The changes at Humboldt harbor, California.

17. The depth of water on the bars at the entrance of Rogue river and of Umpqua river, Oregon.

18. The changes in the entrance to Columbia river.

19. The determination of several anchorages on the coast between San Francisco and the Columbia river.

The calls for information from the archives of the coast survey have very much increased of late years. During the one just passed, eighty seven applications for copies of maps and charts, and statements founded upon them, have been received and answered, under the authority of the Treasury Department, and in pursuance of one of its general regulations. Of these, forty-three copies or tracings of maps were for the use of officers of the United States government, forty-one were furnished to individuals or associations, and three to State or local authorities. The liberal regulation of the department places the information from the archives of the coast survey at the disposal of those who desire it, at the mere cost of copying. A list of the tracings, &c., furnished from the office will be appended to my annual report.

One hundred and thirty-one maps and charts, and preliminary sketches, are now in progress or have been published; a list of which, showing the class of each, its relative progress, whether in the hands of the draughtsman, engraver, or electrotypist, or published, will be given in the appendix to my report.

The following maps and sketches, fifty-five in number, will accompany my report:

1 to 11. Progress sketches in the several sections, marked from A to K inclusive. Section No. 1 A. Section No. 2 B, &c.

12. Alden's rock, Portland harbor.

13. Minot's ledge, off Boston harbor. (Light-house survey.)

14. Nantucket shoals, hydrography from 1846 to 1852 inclusive.

15. Deep-hole rock, Cotuit harbor, Massachusetts. (Light-house survey.)

16. Sow and Pigs ledge, Cuttyhunk, Massachusetts. (Light-house survey.)

17. Romer shoal and Flynn's knoll, New York harbor. (Light-house sketch.)
  18. Progress of Sandy Hook, New York harbor.
  19. Metomkin inlet, coast of Virginia.
  20. Watchapreague inlet, coast of Virginia.
  21. Hog Island harbor, coast of Virginia.
  22. Cape Charles and vicinity, coast of Virginia.
  23. Seacoast of Delaware, Maryland, and Virginia, No. 2.
  24. Cherrystone inlet, coast of Virginia.
  25. Pungoheague river, Virginia. (Light-house sketch.)
  26. Progress of the survey of Cape Fear river, and reconnoissance southward.
  27. Cape Fear entrance and New inlet, North Carolina. (Preliminary chart.)
  28. Chart showing the progress of the survey of the Gulf stream.
  29. Diagrams of the Charleston, St. Simon's, and Cape Canaveral sections of the Gulf stream.
  30. Winyah bay and Georgetown harbor, South Carolina.
  31. Cape Roman shoals, South Carolina.
  32. North Edisto entrance, South Carolina.
  33. Progress of the survey of Savannah river and Tybee entrance, Georgia.
  34. St. John's river entrance, Florida.
  35. Sub-sketches of progress of survey of Florida reef.
  36. Diagrams of tides at Key West.
  37. East and west entrances of St. George's sound, Florida.
  38. Barataria bay, coast of Louisiana.
  39. Timballier bay, coast of Louisiana.
  40. Isle Dernière and Ship shoal. (Light-house survey.)
  41. Sabine river entrance.
  42. Galveston entrance, Texas.
  43. San Luis pass, coast of Texas.
  44. Aransas pass, coast of Texas.
  45. Cortez bank, off San Clemente island, coast of California.
  46. San Diego bay, California.
  47. Santa Barbara, coast of California.
  48. Progress of the survey of San Francisco bay.
  49. Diagrams of tides at Rincon point, San Francisco bay.
  50. Reconnoissance of the coast of California from San Diego to San Francisco.
  51. Progress of the survey of Columbia river.
  52. Reconnoissance from Gray's harbor, Washington Territory, to Admiralty inlet.
  53. Shoalmaker bay, Washington Territory.
  54. Cape Flattery, Washington Territory.
  55. False Dungeness, Washington Territory.
- During the past year notices have been issued from the Coast Survey office, under authority of the Treasury Department:
1. Of geographical positions on the western coast.
  2. Of the tides in San Francisco bay.
  3. Of the position of Cortez shoal, off San Clemente island, coast of California.
  4. Of two shoals off Smith's island, coast of Virginia.

5. Of the deep-sea soundings off the coast of South Carolina, Georgia, and Florida, and the discovery of soundings beyond the Gulf stream.

6. Of the hydrographic reconnoissance of the coast of California and Oregon Territory, embracing notices of Mendocino, Humboldt bay, Crescent City bay, Ewing harbor, Rogue river, Point St. George, Cape Blanco, Umpqua river, and Columbia river.

7. Of a bank south of Cashe's ledge, with thirty-six fathoms on it.

Examinations have been made, under the laws of 1851 and 1852, for the Light-house board, with minute surveys in cases requiring them, of York harbor, Maine; Minot's ledge and the Cohasset rocks, off Boston harbor; of Deep-hole rock, Cotuit, Massachusetts; of the Sow and Pigs reef, off Cuttyhunk, entrance to Buzzard's bay; of Romer shoal, New York harbor; of the Florida reef, in reference to signals or sea-marks; of East Pascagoula entrance, Mississippi; of Ship shoal, off Last island, (Isle Dernière,) Louisiana; of Sabine entrance, and of Aransas pass, Texas; of Point Bonita, and of Humboldt, California; and Umpqua river entrance, Oregon.

Examinations for placing surf-boats have been made on the coast of Maine, New Hampshire, and Massachusetts, by request of the Treasury Department.

The reports made on both the foregoing classes of work are given in the appendix to my annual report.

Congress, at its last session, directed that a map should be prepared showing as nearly as practicable the configuration of the coast, the probable limits of the Gulf stream, the limits of soundings off the coast, and by colors the progress made in the several operations of the survey, as reconnoissance, triangulation, topography, and hydrography, and in the publication of the maps and charts resulting from the work. Such a map has been compiled from the archives of the survey, as far as they furnish the information, and from other authorities where the coast survey has not reached. The progress sketches accompanying my reports have shown, year by year, all the details of the field-work, in a form suitable to engraving, and the engraved sketches have in fact been prepared in the Coast Survey office, and generally by the apprentices to the art of engraving there, so as to be ready for publication as early as my report. Besides these, a map in colors, on a scale of  $1\frac{1}{100000}$ , has been prepared in the office to accompany the present report. The very fortunate result of our attempts to explore the Gulf stream this past year has enabled me to give, from our own data, a very large portion of the hydrography of that remarkable peculiarity of the American coast. The explanations which will accompany the Congress map will dispense with remarks here in regard to its details.

Certain details in regard to the organization and economy of the coast survey, which might be expected to find a place in my report, have been so often discussed by me, that a reference to former reports will perhaps be more suitable than any extended notice here. Such subjects are, the organization of the parties for different operations, explained in the report of 1845;(a) the advantages of the division of the coast into sections, in the report of 1846,(b) and again further developed in 1847,(c) and in

(a) Ex. Doc. No. 59, Ho. of Reps.; No. 13, Senate, 29th Congress, 1st session, p. 2.

(b) Senate, No. 3, 29th Congress, 2d session, pp. 3, 4.

(c) Ex. Doc. No. 6, Senate, 30th Congress, 1st session, pp. 2, 4.

1849;(d) the order of succession of the operations of the survey explained in 1847;(e) and again more in detail in 1848;(f) the advantages of the triple organization of civilians, army and navy officers, noticed in 1848;(g) 1849;(h) 1850;(i) and 1851;(j) the comparative gain by increasing the scale of work, 1850;(k) the relative cost of the topography and of the land surveys in 1848;(l) and in 1850;(m) the relative cost of our own and of foreign surveys, 1849;(n) the cost of the different operations, showing that scientific accuracy is gained at small cost, 1848;(o) the plan of working deemed appropriate to the western coast, 1850(p) and 1851.(q)

Before passing to the estimates, there are two points on which I beg leave to offer remarks—the first is in regard to the policy of publishing the records of the work; and the second, in regard to the power invested in the Treasury Department to regulate the salaries of the assistants.

The arrangements of the survey of the coast from the beginning, with ample means to insure a reasonable degree of progress year by year, and with resources in persons, instruments, equipments, and other appliances, such as are now possessed by the work, is a very different problem from that which has been presented for solution. In such a case it would have been easy to divide the coast into sections of nearly equal extent of shore-line, or into an extent so proportioned to the facility or difficulty of survey as to advance each one equally, and so to arrange the field parties that their labors would be devoted during the most profitable portion of the year in each section and the office-work, that it would keep exact pace with the results produced in the field. The sections of our work were necessarily commenced in turn as means could be procured, and it is only of very recent years that most of them have been put under survey. It requires a careful study of their relative progress year by year, and regulating the operations to suit it in the different sections, to bring them ultimately on the same line of advance. It would be expensive to keep up an organization for a limited extent of coast which is capable of embracing a large portion of it; hence the prominence which I have given for some years to the argument for pushing the survey of the coast of Florida, and for publishing the results and observations made in the progress of the work. The unequal division of the part of the coast suitable for field-work during the summer and winter, is a difficulty requiring much care to meet. The very different periods at which the work was begun in the different sections, is another difficulty. These are independent of the difficulties strictly professional which are presented in the course of the work, which are of themselves

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- (d) Ex. Doc. No. 5, Senate, 31st Congress, 1st session, p. 3.
  - (e) Ex. Doc. No. 6, Senate, 30th Congress, 1st session, p. 4.
  - (f) Ex. Doc. No. 13, Ho. of Reps.; No. 26, Senate, 30th Congress, 2d session, p. 2.
  - (g) Ex. Doc. No. 13, Ho. of Reps.; No. 26, Senate, 30th Congress, 2d session, pp. 4, 5.
  - (h) Ex. Doc. No. 5, Senate, 31st Congress, 1st session, p. 3.
  - (i) Ex. Doc. No. 7, Senate; No. 12, Ho. of Reps., 31st Congress, 2d session, p. 6.
  - (j) Ex. Doc. No. 3, Senate, 32d Congress, 1st session, p. 6.
  - (k) Ex. Doc. No. 7, Senate; No. 12, Ho. of Reps., 31st Congress, 2d session, p. 5.
  - (l) Ex. Doc. No. 13, Ho. of Reps.; No. 26, Senate, 30th Congress, 2d session, p. 3.
  - (m) Ex. Doc. No. 7, Senate; No. 12, Ho. of Reps., 31st Congress, 2d session, p. 5.
  - (n) Ex. Doc. No. 5, Senate, 31st Congress, 1st session, p. 4; also, Ex. Doc. No. 26, Senate, 30th Congress, 2d session, p. 4.
  - (o) Ex. Doc. No. 26, Senate; No. 13, Ho. of Reps., 30th Congress, 2d session, pp. 3, 4.
  - (p) Ex. Doc. No. 7, Senate; No. 12, Ho. of Reps., 31st Congress, 2d session, pp. 2, 52.
  - (q) Ex. Doc. No. 3, Senate, 32d Congress 1st session, pp. 4, 5, 63.

sufficient to employ the resources of all engaged in it. I am satisfied, by a careful revision of the progress in each of the sections, made with the sketches and maps before me, that the progress in each is tending to a more just advance, and is in general very satisfactory. These sections and operations, where full means have been furnished, have gone forward in such a way as to convince the most skeptical of the capabilities of this mode of surveying. I need only instance the third section—Delaware, Maryland, and Virginia—in which the whole primary triangulation, the secondary connected with it, and that of the outer coast, has been nearly completed in less than ten years, and the topography and hydrography kept close by the triangulation, permitting, now that the main part of the section is finished, its gradual completion with the others. While this section illustrates the position just taken, it also shows the correctness of that in relation to unequal progress; for, while the sections further south were untouched for want of means, this one was in rapid progress. At one period the means furnished permitted the extension of the work but in one direction, and at a later day but in two directions. At present, on the Atlantic and Gulf coast, seven sections are in full activity. Taking the work on the Atlantic and Gulf of Mexico together, I estimate that it is nearly one half done, and that its present rate of progress is between four and six per cent. of the whole work. A small increase of means to the office-work, and to push forward sections six and seven, the Florida reefs, keys, and coast, would enable me to be positive of the period of the completion of the eastern coast. As matters stand, I will do my best to bring about the result of the uniform and speedy completion of the work, recommending the measures necessary to insure it, and taking advantage of all means that may be furnished. The history of such works shows that the observations accumulated during their progress, and which must be published for permanent reference, and to give them authenticity, are brought out very slowly. Those who have taken part in them are dispersed, and questions arise which require their aid to answer. However perfectly in theory a work is organized, such questions will occur. The interest in the results is lost with the responsibility for their accuracy. The present time, when the organization is complete, and the observers are still connected with the work, is the proper time on every account to publish the observations. The economy of present publication would be very considerable. I am sustained in these views by the judgment of the scientific men of the country generally. It is my duty to present this subject to the department and to Congress, that the responsibility of the delay, and of the other difficulties which I foresee unless these publications be soon commenced, may not rest with me.

In this connexion I must further observe, that, in a temporary work of this sort, the principle of compensation in proportion to the zeal, assiduity and talent shown, in other words the services rendered, is a cardinal one. The Treasury Department by law now regulates the compensation of the employes of the work; and it is, in my opinion, essential to its progress that should be the case. That this power has been carefully exercised, the comparison of compensation from date to date for the last ten years will show; in fact, at a period when compensations out of the public service are increasing, and when increased expenses of living must be met, the economy has been found to be too stringent, as the

resignations of many in the employ of the survey, and their advancement in the new position which they seek, fully prove. I make these remarks with the more freedom that the subject does not affect me personally. My own compensation has remained entirely stationary since I first received my appointment, and is now fixed by law. The extension of the coast survey has at least quadrupled my duties as superintendent; and I have continued to discharge the duties of superintendent of weights and measures, and have been at the call of the government whenever it thought my services were important, without any remuneration even for the necessary expenses of travelling; and this relation I have no desire to change. My remarks apply to the compensation of the assistants and other employés of the survey, and are founded on an experience which cannot be deceptive. To take away the power of regulating the salaries of the coast survey officers from the Treasury Department would be vitally injurious to the efficiency of the work. A temporary work should be organized as such, and when other principles are applied to it, the work under them must take shape accordingly. The legislation which confirmed the reorganization of 1843 wisely looked to the coast survey as temporary, and its advance has shown the wisdom of the measures founded on that principle. A cardinal feature of that policy is the regulation by the Treasury Department of the salaries of the employés.

The following is a condensed statement of the progress of the survey in the different geographical sections of the coast, the operations being referred to in the general order of their succession. The particulars of the work and their relations to the parties and persons employed are given in the subsequent division of my report.

**SECTION 1. *Coast of Maine, New Hampshire, Massachusetts and Rhode Island.***—Setattishill, near Lewiston, and Blue mountain, in Franklin county, Maine, have been occupied as primary stations, the first being also an astronomical point. The range of stations observed upon extend from the Camden mountains, at the mouth of the Penobscot, to Peaked mountain, in Amherst. The reconnoissance has been carried to the range of points next to the St. Croix. The secondary triangulation of Casco bay has received some extension. The heights of important points in New Hampshire and near the southern boundary of Maine have been measured. The topography of York harbor, Maine, and its vicinity, has been executed, and that of Portland commenced. That of the coast of Massachusetts has been extended from Essex northward towards Newburyport. That of Plymouth harbor, Massachusetts, and its approaches, and of Monomoy point, Cape Cod, has been completed. That of Cuttyhunk and Gay Head has been finished. The hydrography of Portland harbor has been completed, including a minute survey of Alden's rock; also of Plymouth harbor, Massachusetts. Mononoy shoals north of Nantucket have been surveyed. The hydrography of the shoals east and south of Nantucket has been completed to the inner limits of the deep-sea work. That of the south side of Martha's vineyard has been executed. That of Gloucester harbor has been completed. Minute surveys have been made of Minor's ledge, off Boston harbor, and of the Sow and Pigs, off the entrance of Buzzard's bay, for the sites of light-houses; and of Deep Hole rock, for placing a beacon. The regular tidal stations at Boston, Portsmouth and Portland, have been kept up; and temporary stations have been added at Siasconsett, Great Point, and Hyannis, Massachusetts. Views were taken for charts of Salem, Newburyport and Ports-



moutn narbors. Examinations have been made in reference to placing surf-boats for the Treasury Department.

The computations of the chronometer expedition between Liverpool and Cambridge have been nearly completed. The computations of the season's work, generally, have been kept up. Maps and charts are in progress, or have been published during the year, of Davis' shoal and other dangers near Nantucket, Bass river, Boston, Wellfleet, Salem, Annisquam, Newburyport and Portsmouth harbors, Muskeget channel, and eastern series numbers 1, 2 and 3.

SECTION II. *Coast of Connecticut, New York, New Jersey, Pennsylvania and Delaware.*—The triangulation of the Hudson has been continued to Plumb Bush, and the topography has been extended from above New York city to Sing Sing, and the hydrography from Fort Washington to Croton point. The Romer shoals and their vicinity, New York harbor, have been surveyed in reference to beacons, and to ascertain if any changes had taken place in the adjacent channels. Sandy Hook shore-line has been retraced, to register the changes there. The Jersey plats have been surveyed. A re-survey of Little Egg harbor has been made. Tidal observations at Governor's island have been continued. The off-shore chart, from Gay Head to Cape Henlopen, and various sketches, have been published, and the three sheets of Long Island sound are nearly ready to be issued. Maps and charts of the south side of Long Island Nos. 2 and 3, mouth of Connecticut river, changes at Sandy Hook, comparative map of Romer shoal and Swash channel, are in progress.

SECTION III. *Coast of Delaware, Maryland and Virginia.*—Observations for telegraphic difference of longitude have been made at Washington for the connexion with Raleigh and thence to Charleston. The main triangulation of Chesapeake bay has been completed to the capes. A line has been measured of the outer coast triangulation, and an azimuth determined for verification. Magnetic observations have been made in connexion with the azimuth station. The secondary triangulation of the Chesapeake is nearly complete; that of the James river from Richmond to Harrison's bar nearly so; that of the Rappahannock has been carried from Fredericksburg to Port Royal, nearly, and is in progress. The topography of the ocean-shore of Maryland and Virginia has been continued; that of the Chesapeake has been extended from Back river to Newport News point, and to include the shores of Hampton roads. The shore-line of the James river has been traced from Richmond to Harrison's bar, below the mouth of the Appomattox; that of the Rappahannock, from Fredericksburg to Port Royal, has been commenced. The verification work on the Patapsco is nearly completed. The hydrography of the outer coast of Maryland and Virginia has been completed to Cape Charles; that of the entrance to the Chesapeake, including both capes, has been nearly finished; that of the bay, near the entrance, has been in progress. The hydrography of the James river, from Richmond to Harrison's bar, has been completed, and that of the Rappahannock is in progress. The tidal station at Old Point Comfort, Virginia, has been continued, and the tides of James river have been observed from Richmond to City Point. Maps and charts are in progress, or have been published within the year, of seacoast of Delaware, Maryland and Virginia No. 1; Chesapeake bay Nos. 1, 2 and 3; Chesapeake bay in one sheet,

smaller scale, entrance of Chesapeake bay; Patapsco river, Appomattox river, part of James river, harbor of Hog island; Cherrystone, Metomkin and Watchapreague inlets; Chincoteague shoals, Virginia. A manuscript map of the Appomattox for the city of Petersburg is nearly completed.

SECTION IV. *Coast of Virginia and North Carolina.*—Washington and Raleigh, N. C., and Raleigh and Charleston, have been connected for difference of longitude, and connexion of Washington and New Orleans. The secondary triangulation has been extended northward of the Virginia and North Carolina line in Back bay, Currituck sound; also over Core bank and sound southward beyond Beaufort harbor, N. C.; the reconnoissance extending still further south towards New river. The triangulation of the Cape Fear river has been made from New inlet to the head of Eagle's island, above Wilmington. The topography of Currituck sound has been carried on at the same time with the triangulation; so also that of Core sound and its vicinity, and of the Cape Fear river. The hydrography of Cape Fear entrance, New inlet, and Cape Fear river to a point above Wilmington, has been executed. The Gulf stream has been explored in a section perpendicular to it from Cape Hatteras and Cape Fear. The tidal observations at Smithville have been continued, and stations for the Cape Fear river tides have been occupied. Maps and charts have been published, or in progress, of Beaufort harbor, Albemarle sound Nos. 1 and 2, and in one sheet, on a smaller scale, Hatteras shoals and inlet, Ocracoke inlet, Core sound, Fryingpan shoals, Cape Fear entrance and New inlet, Cape Fear river, and New river.

SECTION V. *Coast of South Carolina and Georgia.*—A general reconnoissance has been made from Cape Fear entrance to the Santee river, South Carolina. Astronomical observations have been continued at the Charleston observatory, which has been connected, for difference of longitude, with Raleigh, North Carolina. The primary triangulation between the Edisto base and Charleston has been continued by the opening of lines and occupation of stations, and the secondary connected with it has been carried along the Stono and across James' island. The triangulation, determination of shore-line, and hydrography of Winyah bay and Georgetown harbor, have been made. The triangulation of the Savannah river has been carried from the base on Union causeway to the entrance. Additional examinations of Charleston bar have been made. The exploration of the Gulf stream has been continued, on a section perpendicular to its direction from Charleston light, and from near Savannah entrance. (St. Simon's,) Georgia. Tidal observations have been kept up in Charleston harbor. Maps and charts have been published, or are in progress, of Georgetown entrance and Winyah bay; Cape Roman shoals, Charleston harbor; N. Edisto entrance and river; Tybee entrance, and of Savannah river.

SECTION VI. *Coast, keys, and reefs of Florida.*—The survey of the St. John's entrance and Fort George inlet, including the triangulation, topography and hydrography, and the necessary observations of tides and currents, has been made and furnished to the engineer in charge of the improvement. The triangulation of the Florida keys and reef has been extended from Point Elizabeth, near Carysfort, to near Key Tavernier, and from Key West eastward. The topography has been extended from Soldier key to Old Rhodes key, and from Key West,

eastward, over Boca Chica, and the marking required by the land office made.

The hydrography has been carried from Triumph reef to Turtle reef. The Gulf stream has been explored, in sections, from St. Augustine and Cape Canaveral, and in other positions from Cape Florida northward. A report on screw-pile signals for the reef has been made.

Sketches have been published of Florida peninsula, Bahia Honda and Rebecca shoal, and additions have been made to the sketch of Key West. A chart of Key West harbor on a large scale, of St. John's river entrance, and of the Florida keys and reef No. 1, are in progress.

SECTION VII. *Coast of Florida.*—Special reconnaissances, with astronomical points determined, and hydrography, have been made of the east and west entrances into St. George's sound, harbor of Apalachicola, and a general reconnaissance of St. Andrew's and St. Joseph's bays, and of the coast westward. Tidal observations at Pensacola have been made. Sketches of Cedar keys and of St. Mark's harbor have been published, and those resulting from the past season's work are in progress.

SECTION VIII. *Coast of Alabama, Mississippi and Louisiana.*—The reconnaissance for extending the primary triangulation from Lake Borgne to the delta of the Mississippi has been made. A general reconnaissance of the coast, with the determination of astronomical positions for a sketch of the coast, has been made from the mouths of the Mississippi to Atchafalaya bay. Special reconnaissances for furnishing preliminary charts have been made of Barataria and Timballier bays, Louisiana. The stations of the secondary triangulation have been established, and the lines opened for connecting Lake Borgne and New Orleans, and for extending the work to near Madisonville, on Lake Pontchartrain. The topography has determined the shores of Lake Borgne. A complete survey for the location of a light-house, including triangulation, topography and hydrography, has been made of Last island (Isle Dernière,) Louisiana, and of Ship shoal, in its vicinity. A hydrographic examination of Naso roads and Horn Island pass has been made, to ascertain if changes had occurred from the hurricane of 1852; also of the reported break across Ship island and of the passage between Little Pelican and Dauphine islands, Mobile entrance. The regular hydrography has been carried westward in Mississippi sound, and Pascagoula river entrance has been examined for the site of a light-house. Hourly observations of tides have been made at the southwest pass of the Mississippi and at Last island.

The following charts and sketches have been in progress: Mobile bay Nos. 1 and 2, Mississippi sound Nos. 1 and 2, Mobile bay on a smaller scale in one sheet, and of the reconnaissance named above. Charts and sketches have been published of the passes into the Mississippi; Horn Island pass, Mississippi; Naso roads, Chandeleur island, Louisiana. Also diagrams of the tides at Cat island, Louisiana.

SECTION IX. *Coast of Louisiana and Texas.*—Astronomical and magnetic observations have been made at two of the primary stations, determining the latitude and the azimuth of certain lines. The reconnaissance for the secondary triangulation has been carried to Matagorda bay, and the work itself has advanced to the head of the bay. The topography has been carried from the Brazos river to Cany creek, near the limits of the triangulation. The hydrography of Galveston Upper bay,

and of San Luis entrance and bay, has been completed. Aransas pass and the entrance to the Sabine have been examined in reference to sites for light-houses. The hydrography of the Rio Grande entrance, and of part of the river, has been executed. Hourly tidal observations have been made at Galveston, and at the Rio Grande and Matagorda entrances. Charts have been published of Galveston entrance and sketches of the bay; and the sketches of the last season's work are in the hands of the draughtsmen.

SECTIONS X AND XI. *Coast of California, and of Washington and Oregon Territories.*—The geographical positions of Punta de los Reyes, Bodega bay, Heaven's anchorage, Mendocino city, Shelter cove, Humboldt city and harbor, Trinidad bay, Point St. George, Port Orford, and the mouth of the Umpqua, have been determined by preliminary observations in connexion with the general hydrographic reconnoissance of the coast.

A preliminary base has been measured at Pulgas, San Francisco county, and the main triangulation of the coast has been commenced. The triangulation of the bays adjacent to San Francisco bay has been completed.

A preliminary base has been measured near San Pedro; and the triangulation for connecting the Santa Barbara islands with the main, and furnishing bases for the work on these islands, has been commenced. The triangulation of Humboldt harbor, and the coast near Mendocino city, near Crescent city, under Point St. George, and at the mouth of the Umpqua, has been executed, and the preliminary topography made in connexion with it. The topography of San Francisco bay proper has been completed, and that of the adjacent bays is in progress. The topography of the coast near San Pedro, and towards Point Año Nuevo, has been executed. The topography of Bonita point has been completed in reference to the site of a light-house there. A hydrographic reconnoissance has been made of the coast north from San Francisco to Columbia river, and the hydrography of Humboldt harbor, of Mendocino, Trinidad bay, Point St. George, and the mouth of the Umpqua. A resurvey has also been made of Columbia river entrance, and the hydrographic reconnoissance of Washington Territory has been extended. The examination of a bank near San Clemente island has been made, and the hydrography of the Santa Barbara islands has been commenced. Tidal stations have been established at San Diego, Monterey, San Francisco, Columbia river, &c.

The following maps, charts, and sketches have been completed, and either published within the year or are ready for publication: Reconnoissance chart from San Francisco to San Diego, San Francisco city, Catalina harbor, coast near San Pedro, Point Conception and Coxo, Santa Barbara, Cape Mendocino, Ewing harbor, mouth of Columbia river to Straits of Fuca, Shoalwater bay, Washington Territory; False Dungeness, Cape Flattery, and Neeah harbor, Washington. Charts and sketches are in progress of San Francisco entrance, of the revised reconnoissance north of San Francisco, of Columbia river, of Umpqua river, and San Diego bay.

The foregoing statement does not include the work done in the computing department of the office, nor the maps of record and assemblage, for the use of the survey, nor the sketches of progress in the different

sections, which accompany my annual report, and are in themselves quite numerous.

I proceed to give an estimate of the progress of the work which can be executed under its present organization, with the means shown in the same estimate. If it is desired to hasten the work to completion, there will be no difficulty in so doing by adding to those estimates. I have, however, adopted the scale heretofore approved by the Executive and by Congress. The expenses of the work on the western coast are not necessarily as great as in past years, and I have made a reduction adapted to the present circumstances there. I have already given the reasons why the survey should be pressed in section VII, and without increasing the total sum asked for the survey of both coasts. I have provided for this section. The very pressing matter of a publication of our records, spoken of in this and previous reports, and recommended heretofore by the Treasury Department, I have provided for by an estimate which is of moderate amount.

The estimates follow the order of the geographical sections of the coast, and of the different operations constituting the field and office-work. They suppose the same aid which is now furnished, under the law, from the Navy and War Departments, by the detail of officers for the hydrography and land-work respectively.

#### ESTIMATE FOR THE FISCAL YEAR 1854-'55.

General expenses for all the sections, namely: rent, fuel, postage, materials for drawing, engraving and printing; carpenter's work and materials; blank books, stationery, printing and ruling forms; binding; transportation of instruments, maps and charts, and miscellaneous office expenses; purchase of new instruments, books, maps and charts

\$16,000

**SECTION I. *Coast of Maine, New Hampshire, Massachusetts and Rhode Island. Field-work.***—To extend the primary triangulation in Maine eastward, and the astronomical and magnetic observations connected with it to the Penobscot, and to complete the reconnoissance to the boundary, including the selection of a site for the base of verification; to continue the secondary triangulation of Casco bay, and across to the Kennebeck, and determine the heights of stations; to continue the topography of the coast between Portsmouth and Portland, and to complete that of Portland harbor and its approaches; to continue the topography of the coast of Massachusetts from between Essex and Newburyport northward; to complete the off shore hydrography near the Nantucket shoals; to continue that of Nantucket sound and the eastern entrance to Martha's vineyard; to commence that of the outer coast of Cape Cod; to complete that of the coast of Massachusetts between Boston and Cape Ann; to complete that of the harbors of Chatham and Gloucester, Massachusetts, and of Saco and Kennebunk, Maine, and to commence that of Casco bay, Maine; to continue observations of tides and currents at stations on the coast, and to take the views required for the chart of Portland. ***Office-work.***—To make the reductions and computations for the section; to make drawings of harbor charts of Plymouth and Gloucester, Massachu-

setts, and of York and Portland, Maine; to make a finished drawing of the Nantucket shoals; to complete the engraving of charts of the harbors of Gloucester, Annisquam and Ipswich, Massachusetts, and to commence that of York and Portland, Maine; to continue the engraving of coast charts, eastern series Nos. 1, 2 and 3, coast of Rhode Island and Massachusetts, will require -

\$37,000

SECTION II. *Coast of Connecticut, New York, New Jersey, Pennsylvania and Delaware.*—To continue the triangulation, topography and hydrography of the Hudson, and to execute verification work in the section; to continue observations of tides and currents; to continue the engraving of the third sheet of the south side of Long Island and of preliminary sketches in the section, will require -

7,000

SECTION III. *Coast of Delaware, Maryland and Virginia.* *Field-work.*—To make the astronomical and magnetic observations required at stations on the Chesapeake bay and rivers; to continue the triangulation of the James and Rappahannock rivers; to continue the topography of the lower part of Chesapeake bay and of the James and Rappahannock rivers, and of the outer coast of Maryland and Virginia; to commence the off-shore hydrography of the section; to continue that of the Chesapeake bay and of the adjacent bays near the entrance; to continue that of the James and Rappahannock rivers. *Office work.*—To make the computations and reductions required by the work of the section; to commence the drawing of the seacoast of Maryland and Virginia, sheet No. 2; to complete that of sheet No. 1 and that of the second series south of the Potomac, and to continue that of the James and Rappahannock rivers; to continue the engraving of the upper series of the Chesapeake, Nos. 1 and 2, and of a portion of the rivers, and to complete that of the general chart of the bay, and to engrave in part No. 2 of the outer coast series, will require -

25,000

SECTION IV. *Coast of Virginia and North Carolina.* *Field-work.*—To continue the primary triangulation of Pamlico sound; to make the connexion with the Chesapeake by the secondary triangulation, and to follow with the topography, and to continue that of the coast and the topography between Beaufort and the Cape Fear river; to continue the in-shore hydrography between Cape Henry and Cape Hatteras; to continue that of Pamlico sound; to extend the hydrography south from Beaufort and north from the Cape Fear; to continue the tracing of the Gulf stream; to make the necessary tidal observations. *Office work.*—To make the computations and reductions required by the work of the section; to make the drawings of the preliminary sketches required by the season's work; to complete the drawing of Cape Fear river to the head of Eagle's island; to continue the engraving of the charts of Albermarle sound, Nos. 1 and 2, of Cape Fear entrance and river, and of the preliminary sketches, will require -

24,000

**SECTION V. *Coast of South Carolina and Georgia.* Field-work.**—To continue the primary triangulation and the secondary triangulation connected with it eastward, between Charleston and Bull's bay, and to make the necessary astronomical and magnetic observations; to extend the secondary triangulation south of Tybee entrance and over St. Mary's entrance and river and Brunswick harbor; to extend the topography east from Charleston harbor and south from Tybee, following the triangulation; to continue the hydrography of the ocean coast between Charleston and Savannah entrances, from Georgetown entrance south, to include Roman shoals, and of St. Mary's harbor; to continue the exploration of the Gulf stream in this section, and to continue the tidal observations at Charleston, Savannah, and along the coast of the section. **Office-work.**—To complete the drawings of Winyah bay and Georgetown harbor, of Savannah river entrance, of St. Mary's harbor, and of the sketches required by the season's work, and to commence the drawing of the seacoast of South Carolina south of Charleston entrance; to complete the engraving of Charleston harbor; to commence that of Winyah bay and Georgetown harbor, and of Savannah entrance and river, will require

\$25,000

**SECTION VI. *Reefs, keys, and coast of Florida.***—(See estimate for usual appropriation for that special object.)

**SECTION VII. *Coast of Florida.* Field work.**—To make the triangulation of St. Andrew's and St. Joseph's bays, and the necessary astronomical and magnetic observations connected with it; to continue that of Apalachicola harbor and of St. Mark's and the adjacent coast, and to commence that of Pensacola; to complete the topography of the Cedar Keys and adjacent coast, and to commence that of St. Andrew's bay and St. George's sound; to complete the hydrography of the Cedar Keys and Crystal River offing; to commence that of St. Andrew's bay, St. George's sound, and St. Mark's. **Office-work.**—To make the necessary drawings of preliminary sketches, and to engrave them; to complete the drawing and to commence the engraving of the coast sheet, including the Cedar Keys and Crystal River offing; to commence the drawings of the harbors and parts of the coast, will require

23,000

**SECTION VIII. *Coast of Alabama, Mississippi and Louisiana.* Field-work.**—To complete the general reconnaissance of this coast; to continue the primary triangulation towards the delta of the Mississippi, the secondary triangulation of the coast from the entrance to Lake Borgne, southward, along the group of Chandeleur islands towards the Mississippi; to complete the telegraphic connexion of Washington, Mobile, and New Orleans, for difference of longitude, to make the astronomical and magnetic observations required in connexion with the triangulations; to continue the preliminary surveys of the more important bays west of the Mississippi; to continue the topography of the coast and shores of Lake Pontchartrain and of the Chandeleur islands; to complete the hy-

drography of Mississippi sound, and to continue that of Louisiana bay; to continue the in shore and off-shore work south of the islands bounding Mississippi sound; to continue the hydrography of the approaches of the Mississippi, and to make the necessary tidal observations on the coast of Louisiana. *Office-work.*—To make the computations and reductions required by the work of the section; to make the drawings of Mississippi sound, number 2; to commence one of the sheets of New Orleans and its approaches; to complete the engraving of the chart of Mobile bay; to continue that of Mississippi sound, number 1; to complete the engraving of sketches of Atchafalaya, Côte Blanche, and Vermilion bays, and of the sketches required by the season's work, will require

\$27,000

SECTION IX. *Coast of Louisiana and Texas. Field-work.* To make particular reconnoissances for the main triangulation; to extend the main triangulation southward and westward, and to make the astronomical and magnetic observations connected with it; to execute the secondary triangulation and topography of Matagorda and Lavacca bays, and to complete the triangulation, topography, and hydrography at the mouth of the Rio Grande; to execute the hydrography in-shore and off shore from Galveston, southward and westward; to commence that of Matagorda bay. *Office-work.*—To make the reductions and computations required for the section; to complete the drawing of East and West bays, in connexion with the chart of Galveston bay; to commence the drawing of the coast-sheet south of Galveston; to make the drawing of the Rio Grande entrance; to engrave the preliminary sketches required; to continue that of Galveston and East and West bays, and commence that of the Rio Grande entrance, will require

22,000

SECTIONS X AND XI. *Western coast California, Oregon, and Washington.*—(See estimates provided for, as last year, by special appropriation.)

Total, exclusive of the Florida reefs, keys, and of the western coast -

206,000

The estimate for the Florida coast, reefs, and keys, and for the western coast, is intended to accomplish the following-named results:

SECTION VI. *Reefs, keys, and coast of Florida. Field work.* To continue the general reconnoissance of the coast; to continue the triangulation of the Florida reefs outside, and keys from Tennessee reef towards Key West, and of the keys east of Boca Chica, and to continue that of Barnes' sound; to extend the topography of the keys from Key Rodriguez westward; to continue the hydrography of the reef southward and westward; to execute that of Key Biscayne bay and Card's sound, and to continue the Gulf stream examinations necessary. *Office-work.*—To complete the computations and



reductions required by the work of the section; to make the drawings and sketches of harbors and shoals from the previous season's work; to complete the drawing of Key West chart (large scale) and of sheet No. 1, Florida keys and reefs; to continue the engraving of Key West chart; to commence that of Florida reefs and keys, No. 1, and to engrave the sketches and preliminary charts, will require - \$30,000

SECTIONS X AND XI. *California, Oregon, and Washington. Field work.*—To continue the determinations of geographical positions, absolute and relative, of capes, headlands, &c., and to determine the position of the forty-ninth parallel on the coast; to complete the triangulation of the Straits of Rarquines, Suisun bay, &c.; to continue the main triangulation of the coast north and south of San Francisco bay, and to follow the triangulation with the topography; to continue the triangulation and topography of the several harbors; to continue the triangulation of the Columbia river and of Puget's sound; to complete the hydrography of San Francisco entrance; to continue that of San Pablo and adjacent bays; to continue the hydrographic reconnoissance of the Straits of Fuca, Puget's sound, &c., of the harbors of the coast, and of Santa Barbara channel. *Office-work.*—To make the computations of geographical positions and others required by the work; to complete the drawing and engraving of revised reconnoissance and harbor charts; to commence the drawings of San Francisco bay and its appendices, of Columbia river and of the Santa Barbara islands; to continue the engraving of San Francisco bay and of Columbia river; to commence that of the Santa Barbara islands, and new harbors and anchorages developed; to reduce and engrave the sketches resulting from the previous season's work, and received from current work, will require - 130,000

The total amount appropriated for the eastern and western coasts, for the fiscal year 1853-'54, was the same which is now asked for these objects, the distribution being different for reasons stated. The additional sum of twenty thousand dollars is required for the publication of the records and observations of the survey.

The items are as follows:

- |   |         |
|---|---------|
| 1. For the coast of the Atlantic and Gulf of Mexico generally                                   | 206,000 |
| 2. For publishing the records of the work and the observations made during its progress - - - - | 20,000  |
| 3. For continuing the survey of the reefs, keys, and coast of Florida - - - -                   | 30,000  |
| 4. For continuing the survey of the coast of California, Oregon, and Washington - - - -         | 130,000 |

The appropriations for the fiscal year 1853-'54 were:

- |   |         |
|---|---------|
| 1. For the coast of the Atlantic and Gulf of Mexico generally | 186,000 |
|---|---------|

2. For the Florida reefs, keys, and coast	-	-	-	\$30,000
3. For the Pacific coast	-	-	-	150,000

Respectfully submitted by

A. D. BACHE,  
*Superintendent of U. S. Coast Survey.*

Hon. JAMES GUTHRIE,  
*Secretary of the Treasury.*

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A R.

*Report of the Light-house Board.*

TREASURY DEPARTMENT,  
*Office Light-house Board, Nov. 19, 1853.*

SIR: I have the honor respectfully to submit for your information a report of the proceedings of this board, and of the operations of the light-house establishment, since the date of the last report from this office, on the 15th of January last, and in advance of a more detailed report which will be submitted for your consideration, and for that of Congress, at an early day.

The epidemic which has been so destructive of human life along the southern coast has been the means of delaying the reports called for in September last from the light-house inspectors on that coast, which will unavoidably delay the completion of the full and detailed report from this office.

Since the date of the last report the usual routine duty of providing and distributing supplies of all kinds to the different light-houses and light-vessels; making examinations and inspections, estimates of cost of and repairs to the different towers, buildings, sea-walls, and light-vessels; of raising, cleaning, painting, numbering, and replacing all the buoys authorized by Congress; preparing correct lists of buoys and beacons, light-houses and light-vessels, and publishing and distributing the necessary notices to mariners of the establishment of new aids to navigation, and of changes in the distinctions of old ones, has been performed under the general instructions, and by special directions, from this office, by the different district inspectors, local superintendents, and the engineer officers of the army detailed from time to time for this service in conformity to the acts of Congress.

The board has been embarrassed in the execution of works for which special appropriations had been made based upon estimates of the cost of labor and materials at the time the appropriations were asked for, in consequence of the great advance in the price of materials, and the demand for labor in almost every department of industry during the past season. To overcome these difficulties it became necessary to modify previously conceived plans, or to delay the works until additional appropriations could be asked for and obtained.

In consideration of the importance of the aids authorized by Congress to the commerce of the country, the board deemed it advisable to adapt its plans, as far as practicable, in every case to the means at its command.

In the first district, embracing the coasts of Maine and New Hampshire—Lieutenant W. B. Franklin, United States corps topographical

engineers, inspector—the work of placing the numerous aids to navigation, authorized by Congress at the last two sessions, has been carried on with commendable zeal, and with great economy. Numerous buoys, spindles, and beacons in this district, for which Congress had at different times made appropriations, had been permitted to fall into decay, or to be destroyed by ice and storms, prior to this officer entering upon the duties of the district; to replace these, and to prosecute the new works under his charge with advantage, was a service of much difficulty.

All the old stations for buoys have been carefully re-marked, and duplicates provided to meet losses arising from casualties on nearly all those upon which spindles or beacons have been authorized, and which had been allowed to fall into decay; these aids have been restored, or are in course of being renewed, and the following new works have been either completed or commenced: Narragausus light-house was finished and lighted during the last winter; a light-house has been built during the past season on Bear island, and is nearly ready for lighting, to supply the place of the one destroyed by fire last winter; the light-house authorized to be placed on Heron Neck has been built, and will be ready for lighting in a short time; plans and estimates have been prepared, submitted, and approved, for constructing the light-house authorized for Boon island, and the necessary preliminary steps taken for procuring materials by contract, and commencing the work at the opening of the ensuing season; plans and estimates have been prepared and submitted for the light-house on Pumpkin island, the construction of which has been delayed in consequence of not being able to find an owner who can give a good title to the site selected for this object; fog-bells have been placed at Cape Elizabeth, Whitehead, and Petit Menan light-houses; beacons have been commenced or completed on Haddock's ledge, Loggy's ledge, Willey's ledge, in the Kennebec river, entrance to Camden harbor, and between Owl's-head and Whitehead light-houses, and on Buck's ledge; buoys have been procured and placed, or are in course of construction, for the Eastern and Western Sisters, a large number in the Kennebec river, on Old Man's ledge, in Narraguagus harbor, at Goldsborough, in Muskongus bay, and east of Boon island; besides which, all the light houses in the district have been visited and inspected, and the necessary ordinary repairs made to towers, buildings, and illuminating apparatus, in all cases which would warrant the required expenditure.

In the second district, embracing the entire coast of Massachusetts, which includes Boston bay, Buzzard bay, Vineyard sound and tributaries, Commodore John Downes, United States navy, who was succeeded by Lieutenant S. R. Knox, United States navy, as inspector, and Major C. A. Ogden, United States corps of engineers, charged with the construction and repair of various works in the district, in addition to the ordinary routine duty of keeping the buoys in their proper positions; raising, cleaning, painting, and replacing them at the proper times, &c.; making the ordinary repairs to light-house towers, buildings, and illuminating apparatus, and keeping the numerous light-vessels at their stations in an efficient condition, sites have been selected, and plans and estimates submitted for erecting the light-house at Bass river, and for three small light-houses at Holmes' Hole harbor. Preliminary steps have also been taken for maturing a plan for the light-house authorized to be placed on the "Sow and Pigs." A hydrographic and topographical survey of this

locality, with a report, has been furnished by the Superintendent of the Coast Survey. The beacons in Newburyport harbor have been rebuilt, or are in course of repair. All the buoys authorized for Newburyport harbor, Bibb Rock, Great Rip, Sand Shoal, Point Gammon, and Taunton river have been placed, or are ready to be placed.

On the 31st day of August, 1852, an appropriation of \$80,000 was made towards the erection of a light-house on the Outer Minot's rock; and by the 4th section of the act making appropriations for light-houses, &c., approved March 3, 1853, it was enacted, "That the Secretary of the Treasury is hereby authorized to select, instead of the Outer Minot's ledge, any more suitable site amongst the Cohasset rocks, entrance of Boston harbor, if in his judgment, on a further survey, a more suitable site can be found."

By direction of the department, the Superintendent of the Coast Survey has been engaged during the past season in making the necessary hydrographical surveys; and where the reports are received and the site is determined upon by the department, it is desirable that this important work should be commenced.

The act making the appropriation provides that the light-house shall be built upon a plan to be approved by the Topographical bureau, which plan, it is understood, has been submitted to the honorable Secretary of the Treasury.

In the third district, embracing the coasts of Rhode Island, Connecticut, New York, part of New Jersey, and including Long Island sound and Lake Champlain—Lieutenant S. F. Blunt, United States navy, who was succeeded by Lieutenant A. L. Case, United States navy, inspector—the usual routine duties relating to the care of buoys, the inspection of light-houses and light vessels, &c., has been performed.

Upon the application of the board to the Engineer department, Major Richard Delafield and Lieutenant W. S. Rosecrans, of the United States corps of engineers, were detailed to execute the works of construction, renovation, and repairs in this district. Both these officers were relieved during the past spring and summer by Major William D. Fraser and Captain George Dutton, of the same corps, who have since been discharging the duties.

The work authorized for the preservation of the Goat Island light-house, in Newport harbor, commenced by Lieutenant Rosecrans, devolved upon Captain Dutton, under whose superintendence it has been completed. The small light authorized at the last session of Congress to be placed on Lime rock, in Newport harbor, has been commenced by Captain Dutton, and will be ready for lighting at an early day. As soon as the site for the light authorized to be placed on Long Wharf, New Haven harbor, Connecticut, was obtained, the work was put under the direction of Major Fraser, who is expected to complete it this season. Major Fraser submitted, and is now engaged in the execution of, a plan for the preservation of the site of Execution Rock light-house, for the safety of which there was some apprehension. Plans and estimates were prepared and submitted by Major Delafield, in May last, for the three small lights authorized to be placed on the Hudson river; but the execution of the work has been delayed for the want of a good title to the sites, the cession of jurisdiction over which was obtained at the last session of the legislature of New York. The sites for the light-house at Point au

Roche; two beacon lights near Point Comfort, New Jersey; two beacon-lights to mark the main channel in New York bay; and two beacons on Staten island, to serve as range lights for the Swash channel, New York bay, have been selected, the land purchased, and the deeds for the same are in the hands of the district attorney; cessions of jurisdiction over the sites having been obtained from the respective State legislatures. The work at these several places will be commenced so soon as the deeds for the sites are received and approved by the Attorney General, in conformity to law. The two lights authorized for Set-off point and Elbow Beacon have been placed, and the other works in that locality are in progress. The site for the light-house authorized to be placed on the north point of Gardiner's island has been obtained, with the cession of State jurisdiction, and approved plans and estimates have been submitted, and the work will be commenced at the earliest practicable moment. The beacon authorized for Sag harbor will be commenced at the opening of the ensuing season. The buoys authorized to be placed in the Hudson river, between Albany and Troy; Stoney Brook harbor, in the bay of New York; Narragansett bay, and New Haven harbor, have been procured and placed in their proper positions. The sites for beacons and buoys authorized for Connecticut river, below Middletown, have been selected, and the necessary instructions given for placing the latter without delay. For the sites of the three beacons proposed for that locality the action of the legislature will be required before the construction can be commenced.

In the fourth district, embracing part of the coasts of New Jersey, Delaware, Pennsylvania, and Virginia, including Delaware bay and river—Lieutenant Charles H. McBlair, United States navy, inspector—in addition to the ordinary works of inspection and repair of light-house towers, buildings, illuminating apparatus, and light-vessels; raising, cleaning, numbering, painting, and replacing buoys, &c.; the buoys authorized for Delaware bay, Joe Flogger shoal, Chincoteague inlet, Metompkin inlet, Barnegat inlet, and Absecum bar, have been procured or placed, or are in course of construction; and new illuminating apparatus have been procured and placed in Cape Henlopen and Cape May light-houses.

The work authorized for the preservation of the foundation of the Brandywine Shoal light house has been prosecuted towards completion, under the superintendence and direction of Major Hartman Bache, United States corps of topographical engineers, by whom this important and creditable work was planned and executed some years since. A valuable report upon the aids required to render the navigation of the Delaware bay safe and easy, has also been furnished by this officer, which will be submitted in the more detailed report from this office.

In the fifth district, embracing the coasts of part of Virginia, Maryland, and part of North Carolina, including Chesapeake bay and tributaries, Albemarle and Pamlico sounds—Lieutenant A. M. Pennock, United States navy, inspector—in addition to the ordinary routine of duties of inspections, executing necessary repairs on light-house towers, buildings, illuminating apparatus and light-vessels, and the care and preservation of the buoys in the district, all the buoys authorized for the Potomac river, Rappahannock river, and other tributaries to Chesapeake bay, have been procured and placed, or are in course of construction. All the buoys authorized for the sounds of North Carolina have been pro-

cured and placed in their proper positions, and the old ones in those waters reset. The board has had the valuable services of Lieutenant Colonel R. E. De Russey, United States corps of engineers, in making examinations, plans, and estimates for repairs of light-houses in Chesapeake bay; and of Captain D. P. Woodbury, of the same corps, for works in Albemarle and Pamlico sounds. The site for the light-house authorized to be placed at the mouth of Pungoteague creek, Virginia, has been selected, and plans and estimates submitted by Major Hartman Bache, United States corps of topographical engineers, which have been approved, and the necessary steps authorized to be taken by that office for the commencement of the work at the earliest practicable day. The cites for three beacon-lights and one day beacon, authorized to be placed on James river, were selected by Major Bache, who submitted plans and estimates for the same in July last. Proposals for building the above lights and bacon were issued by the board, and the lowest bid received was accepted; and the contract will be executed and the work commenced as soon as the title to the sites is approved by the Attorney General. The site of the light-house authorized to be placed on Jordan's point, James river, has been selected, and plans and estimates made by Major Bache, which are approved and the land purchased. When the deeds are obtained and approved, the necessary steps will be taken for commencing the work. The site for the light-house authorized to be placed on Jones' point, near Alexandria, Virginia, has been selected and marked, and the board is now negotiating with the owners for the purchase of a sufficient quantity of land for light-house purposes.

Two appropriations have been made for the erection of a light-house on the Seven-foot knoll, at the mouth of the Patapsco river. A contract was entered into by the department, prior to the organization of this board, for the erection of a light house at that point for the whole amount of the appropriations. The contractors having failed to obtain the proper foundation for the structure, owing to difficulties encountered by them, they submitted a proposition for a modification of the contract a short time before it would expire by its own limitation; but before any action could be taken by this board to enable the department to decide upon the proper course to be pursued, the time specified in the contract for completing the work expired, since which time nothing has been done, as the season is not suited to the prosecution of such a work. It is however proposed, with the approbation of the department, to recommence this work upon a proper plan at the opening of the ensuing spring. Congress, at the close of its last session, made an appropriation of \$15,000 for elevating the light-house tower at Cape Hatteras, and for substituting a first order lens light in place of the present reflecting apparatus. The illuminating apparatus designed for this tower was ordered immediately after the passage of the law, and received during the past summer. It is now, by the courtesy of the department, on exhibition in the Crystal Palace at New York. As soon as the lantern necessary to receive it, which was contracted to be delivered on the 15th ult., is completed, and the tower elevated, it will be placed as designed under the superintendence of Captain Woodbury, United States corps of engineers, who hopes to be able to finish the works during the ensuing winter. This magnificent specimen of art, acknowledged to be the most perfect of its kind, it is believed, could not be more appropriately

placed than in the position for which it is designed, to warn the mariner in approaching the dangerous shoals off Cape Hatteras, which have so long been the terror of seafaring men. One of the great difficulties in elevating light-house towers for the purpose of substituting improved illuminating apparatus, is that of keeping up the existing light while the work is going on; and at no point upon our coast will it be more important to prevent the extinguishment of the light for a single night than at Cape Hatteras; and Captain Woodbury will make the necessary arrangements to obviate this difficulty. Fishing Battery light-house, at the head of Chesapeake bay, has been completed and lighted since the date of the last report; and the small lights authorized to be placed on Fort Carroll, Patapsco river, will be temporarily erected, as soon as the lighting apparatus is received, (now daily expected,) upon the plan submitted by Captain Henry Brewerton, of the corps of engineers.

In the sixth district, embracing the coasts of part of North Carolina, South Carolina, Georgia, and part of Florida—Captain D. P. Woodbury, United States corps of engineers, inspector—in addition to the ordinary routine duty of inspection, repairs to light-house towers, buildings, light-vessels, and illuminating apparatus, raising, cleaning, painting, numbering and replacing buoys, the following special works have been placed under the charge of the inspector: The light-house on the upper jetty, Cape Fear river; light-house on Bogue banks; three beacon-lights at Georgetown, S. C.; beacon on Morris island, Charleston harbor, and a new light-house off Cape Romain. Plans for all of these works are in progress; and as soon as the necessary preliminary steps in regard to the selection of sites, obtaining deeds and cessions of jurisdiction, are completed, the works will be commenced and prosecuted vigorously.

The light authorized to be placed on the battery at Charleston, for which a plan was submitted by Captain A. H. Bowman, corps of engineers, is now in charge of Captain J. Gilmer, of the same corps, by whom the work will be commenced as soon as the legislature of the State grants the necessary jurisdiction over the site.

An appropriation of \$10,000 was made for the preservation of the site of the light-house at the mouth of the St. John's river, Florida. Lieutenant Wright, of the corps of engineers, was detailed to proceed to that point and make the necessary examinations; and the Superintendent of the Coast Survey was instructed by the department to have the necessary hydrographical surveys executed, in connexion with this and another appropriation made in the River and Harbor bill. Before these surveys and examinations were completed, it was ascertained that the title to the site of the light-house was in dispute, and no further expenditures will be made until a perfect title to the site is obtained. Upon the report of this board, the department referred the question of validity of title to the United States district attorney of Florida, from whom no report has yet been received. A recent report of Lieutenant J. Newton, corps of engineers, upon the condition of the site of this light-house, states that it is in danger of being entirely destroyed, and suggests whether it would not be better to select a new site than to resort to the temporary expedient of protecting the present one.

In the seventh district, embracing the coast of Florida from Musquito inlet to Egmont key—Lieutenant George L. Selden, United States navy, inspector—has been but recently placed in charge, in consequence of the

difficulty encountered in securing at an earlier day the services of an officer for that district. The important engineering works of this district have been chiefly in charge of Lieutenant G. G. Meade, United States corps of topographical engineers. Lieutenant H. G. Wright, United States corps of engineers, has also rendered important services in making plans and estimates, and superintending repairs in this district.

The light-house at Sand key, constructed under the direction of the Bureau of Topographical Engineers, under the charge of Lieutenant Meade, was completed and lighted on the 20th of July last. This, one of the most important lights on the coast of the United States, constructed upon a plan comparatively novel in this country, and upon a site presenting many difficulties to the engineer, has been completed in a manner most creditable to the energy and ability of the officer in charge. It is fitted with a first-order lens, on the system of Fresnel, which has no rival on this continent, except the apparatus now on exhibition at the World's Fair in New York, designed for the Cape Hatteras tower.

Lieutenant Meade has prepared and submitted, or has in course of preparation to be submitted in a short time, reports, plans, and estimates for the following works authorized for this district, viz: For the first-class light on the Florida reef, at the point known as Coffin's patches; for a pile foundation light-house for the northwest passage, near Key West; for a light-house to be constructed on Sea-horse, one of the Cedar keys; and for a beacon on Rebecca shoal, to mark the channel between the Tortugas islands and the keys on the coast of Florida. These works, it is believed, will all be commenced during the present season, and prosecuted with every means compatible with true economy. A first-class light-house was authorized at the last session of Congress to be placed in the vicinity of Jupiter inlet, Florida, to serve as a sea-coast light, and also to guard mariners in approaching the dangerous shoal lying off that point. This point being inaccessible for all useful purposes by land, and difficult to be reached by sea for want of harbors in its vicinity, some delay may ensue in marking the proper site and obtaining a proper title to it. The act of Congress ceding swamp lands to this and other States, without making reservations for light-house purposes, renders this duty complicated and causes delay.

The attention of the inspector of the district has been given to the few, though important, buoys within its limits, and which had for a long time previous to his arrival in the district been a source of much, and it is believed just, complaint on the part of navigators in that quarter. Careful inspections and examinations have been made of the towers, buildings, &c., of light-houses, &c., in the district, and such repairs made as a wise economy, having due regard to the efficiency of the service, demanded.

The light-vessel stationed at the northwest passage, near Key West, was removed from her station, repaired, and restored to her position in an unusually short space of time, and at a mere nominal expense, compared with what from previous representations it was supposed would be required.

The isolated positions of the different light houses along the Florida reef and keys, and the dangers by which they are surrounded, render the duties of the inspector more than usually arduous and hazardous;



while the sparse population of the country, and the few facilities for communicating with the interior, and the consequent difficulties attendant upon the procurement of materials, labor, and supplies of all kinds, render this service very expensive, compared with that of the more northern districts.

In the eighth district, embracing the coast of part of Florida, Alabama, Mississippi, and part of Louisiana—Captain D. Leadbetter, United States corps of engineers, inspector—in addition to the usual routine duty of raising, cleaning, painting, numbering, and replacing buoys, inspecting, repairing light-house towers, buildings, light-vessels, and illuminating apparatus, the work has been more than ordinarily heavy and various in character, in consequence of the great damage done to the light-house towers, dwellings, sea-walls, &c., by the hurricanes of 1852. The labor, time, and expense necessarily required in the execution of these repairs, has been greatly increased by the bad quality of the work as it was previously done.

There are special appropriations for the re-erection of the light houses at St. Blas, Florida, and Chandeleur island, Louisiana, to replace those destroyed by hurricane; for the erection of a light house at East Pascagoula; for a light-house at the Pass à l'Ostre, Mississippi river, the necessary steps for the construction of which have been delayed by the prevalence of the fatal epidemic in this quarter before referred to, and in some of the cases for want of titles and jurisdiction and of proper information in regard to sites.

The four beacons authorized for Sand island, Mobile point, and on Revenue point, have not been erected in consequence of material changes, as has been reported, having taken place in the channels for which they were designed as guides, since the survey made by the officer charged with that duty, under the direction of the Superintendent of the Coast Survey. This difficulty, however, will be obviated, it is hoped, during the present season. The beacon authorized at the last session of Congress to be placed on a shoal in Mobile Bay channel, was completed early in the past season. The light house authorized to be placed on Ship island has been completed, the illuminating apparatus set up, and the inspector has been instructed to give the proper notice to mariners, and have it lighted without unnecessary delay.

The floating bell buoy authorized for the entrance of Mobile bay is in course of construction under contract; and all the other buoys authorized for this bay, the different passes in the vicinity, and for the mouths of the Mississippi, are now in course of construction at the navy yard, Washington, D. C. This office has also authorized the placing of twelve spar buoys to mark the southwest pass of the Mississippi, upon the recommendation of Major Beauregard, United States corps of engineers, charged by the War Department with works of improvement, of harbors, &c., at that point.

The light-house authorized to be placed at East Pascagoula, Mississippi, will receive the earliest attention of the board, after the report and survey asked of the coast survey, for the purpose of determining the proper site, shall have been received.

Major W. H. Chase, United States corps of engineers, under instructions from the War Department, made important examinations, and submitted a detailed report and estimate to this office, on the repairs and im-

provements of light-house buildings in this district, previous to Captain Leadbetter's assignment to duty on that station.

The board regrets to state that the latest intelligence received of Captain D. Leadbetter reports his illness at New Orleans from an attack of yellow fever, from which cause his report of the operations in his district is unavoidably delayed.

In the ninth district, extending from Barataria bay, Louisiana, to the Rio Grande, Texas—Lieutenant Montgomery Hunt, United States navy, inspector—the lights at Bolivar point, Matagorda island, Point Isabel, and Padre Island beacon, have all been completed and lighted.

The three lights authorized to be placed in Galveston bay, on Half-moon shoal, Red fish bar, and Clopper's bar, are under construction by contract, and will, it is hoped, be ready for lighting by the time the illuminating apparatus is received from France, which has already been shipped.

Special attention has been given by the inspector to the buoyage of Galveston bar and bay, and of Matagorda Island bar; this duty having been previously greatly neglected for want of the necessary information on the part of those charged with the care of these buoys.

The light authorized for Aransas pass, Texas, has not yet been commenced, in consequence of the difficulty of obtaining a proper foundation at the most desirable point. The Superintendent of the Coast Survey, to whom the subject was referred, has caused two hydrographic surveys to be made of the locality at different periods, each one accompanied by a report from him, showing, among other things, the changes of the channel and bar that had taken place during the interval which elapsed between the times of making the two surveys. It only remains to obtain the services of a competent engineer officer, to be furnished with copies of these charts and reports, under instructions from this office, to visit the locality and determine the practicability of erecting a proper structure for light-house purposes; and, by request of this office, the Engineer department has detailed an officer for that service.

An appropriation was made at the last session of Congress for the erection of a first-class light-house at the mouth of the Sabine river, Texas. The necessary survey and report, by the Superintendent of the Coast Survey, have been received; and it is designed to instruct Captain Leadbetter, United States corps of engineers, to visit the locality for the purpose of marking the precise spot, and determining as to the proper kind of structure, and to submit a plan and estimates for its construction. It is hoped that both these works will be commenced during the present season.

An appropriation was made in 1852 to enable the Superintendent of the Coast Survey to have the necessary examinations and surveys made for the purpose of determining the proper site for a light-house on Ship shoal, a dangerous obstruction to navigation lying in the track of vessels passing between the different ports along the Gulf.

An appropriation of \$20,000 was made at the last session of Congress towards the erection of the proposed light on "Ship shoal," and to serve as a substitute for the light-vessel now placed to mark that point. The necessary plans, &c., will be prepared when the report of the authorized surveys shall have been received.

The few facilities to be found on this coast for visiting the different

points on which aids to navigation are placed, renders the service of inspection, repairs, &c., arduous and expensive. The same difficulties which were encountered on the Florida, and other portions of the Gulf coast, in procuring materials and labor for repairs and supplies to meet cases of emergency growing out of the casualties of the service, have been met with in this district. Buoys, of the best description that could be procured, have been placed by the inspector at important points in the district, to be replaced by those now in course of construction at the navy yard at Washington, D. C.

The light-vessel, originally designed to mark the channel over Galveston bar, has been thoroughly repaired under the personal superintendence of the inspector; and since the abatement of the epidemic at Galveston, during the prevalence of which the corporate authorities of Galveston were, upon their application, authorized to use her for hospital and quarantine purposes, has been restored to her station inside of the bar. The usual routine of inspection, repairs, &c., of light-houses, &c., has been performed by the inspector of this district up to the time of his attack of yellow fever; and since his recovery he has been permitted to absent himself temporarily from his station.

The tenth district, embracing Lakes Erie and Ontario, and the rivers Niagara and St. Lawrence, is under the charge of Captain J. C. Woodruff, United States corps of topographical engineers, as inspector.

The ordinary duties of inspection, repairs of light-house towers, buildings, sea-walls, illuminating apparatus, placing, raising, cleaning, painting, numbering, and replacing buoys, &c., have been performed. The additional duties of receiving and distributing the annual supplies for all the light houses on the lakes also devolved upon this officer, with the assistance of the superintendent of supplies appointed by the Treasury Department; and it is proper to add, that this latter service was performed at a much less expense than has been incurred in previous years.

Numerous important works are authorized in this district; among which, the light-house now in course of construction, under a contract with the Treasury Department, on "Horse-shoe reef," Niagara river, may be classed, not only the first in date of appropriation, but also of importance. This work was placed under the superintendence of the inspector upon his assignment to duty in that district; but from the terms of the contract, but little control can be exerted over the contractor. The plan is novel in its character, and the time of the completion of the structure, it is understood, has been indefinitely extended by the department.

The beacon-light authorized for Black Rock has been completed and lighted.

The appropriation for the beacon of solid masonry to be placed on a reef lying in the track of vessels in the west end of Lake Erie, near the south shore, off Bois Blanc, has been for some time under construction, and it is expected will be completed before the winter sets in.

Plans and estimates have been submitted by Captain Woodruff, and approved by the board, for erecting a light on Carlton head, and for rebuilding Tibbett's Point light-house, and the necessary instructions given to enable the inspector to execute the work at the earliest practical moment. The preliminary steps for securing a proper title to the site of the Carlton Head light have been taken, cession of jurisdiction having been obtained at the last session of the legislature of New York.

No steps have been taken towards the erection of a fog-bell or whistle, to be worked by machinery, to be placed on the south pier near the light-house at Buffalo, in consequence of the unsatisfactory performance of those recently erected at points on the coast of Maine, in conformity to special acts of Congress. So soon as the machinery for these bells can be sufficiently perfected to meet the wants of the service, directions will be given for placing the one authorized at this point without delay.

The aids authorized for the mouth of Maumee river have received the attention of the inspector; and some progress has been made towards the preparation of plans adapted to the wants of navigation at this point. So soon as they are perfected the work will be commenced.

On the 3d of March, 1851, an appropriation was made for the erection of a light-house on Green island, Lake Erie; but, in consequence of difficulties in obtaining a valid title to the site, no steps could be taken for commencing the work until late in the past season. Plans and estimates have been submitted and approved, and instructions given for contracting for the execution of the work.

The repairs authorized at Oswego were commenced, under instructions from this board, by Lieutenant W. B. Franklin, corps of topographical engineers, and, upon his being detailed for other service, the completion of the work was assigned, with the consent of the Bureau of Topographical Engineers, to Lieutenant Colonel William Turnbull, of the same corps; and the last report from this officer states that difficulties not anticipated had prevented the completion of the work this season. This work will be resumed at the earliest practicable moment in the ensuing season.

The works authorized at the mouth of Genesee river have been commenced under the direction of Captain Woodruff, and, it is presumed, are by this time completed.

The eleventh district, embracing Lakes St. Clair, Huron, Michigan, and Superior, and Green bay, and their tributaries, is in charge of Captain L. Sitgreaves, United States corps of topographical engineers. In this district the lights at Marquette, Ottawa point, and at Twin Rivers, have been lighted since the date of the last report.

Buoys authorized for Saginaw bay and in Neenah or Fox river have been procured and placed in their proper positions.

In addition to the ordinary routine duty of inspection, repairs of light-house towers, buildings, illuminating apparatus, &c., raising, cleaning, painting, numbering, and replacing buoys, &c., the attention of the inspector has been given to the visiting of points upon which light-houses are authorized to be placed, for the purpose of furnishing the requisite information for obtaining the necessary reservations of the public land in cases in which they are to be located on the public domain, and for procuring from individuals the proper quantity of land, and obtaining valid titles thereto, in those cases in which the titles reside in private individuals or companies.

Owing to the short period of time during which operations of this character could be carried on in this district, and the great difficulty of reaching the isolated points upon which these lights are to be placed, as rapid progress has not been made as could have been desired; but, with one or two exceptions, sufficient information has been furnished, it is believed, to enable this office to obtain the required reservations.

Plans for several of these structures have been submitted by the inspector, and during the winter proposals for contracts will be issued for the construction of all the lights authorized for this district in the ensuing spring.

The Eagle River light-house, for which an appropriation was made September 28, 1850, was not constructed up to the date of the last report from this office, for want of proper jurisdiction over the site; this, however, was obtained at the last session of the legislature of Michigan, and the inspector was directed to proceed with the construction of the tower without unnecessary delay. The report of this officer not having been received, the exact state of the work cannot be stated at this time.

Efforts have been made to procure from the owners of the land in the vicinity of Milwaukie the quantity necessary for the site of the light-house which Congress authorized to be removed from its present location in that city. So far they have not been successful.

The appropriation for repairing the light-house pier, &c., at Huron and Vermillion, have been placed in the hands of Capt. H. Stansbury, United States corps of topographical engineers, with the consent of the chief of that bureau, reserving only a sufficient sum from each appropriation to provide the necessary illuminating apparatus and to pay for the necessary repairs upon the towers.

The board understands that the works contemplated by the acts making the appropriations are in progress towards completion.

Examinations have been made and reports submitted by Captain A. Canfield, United States corps of topographical engineers, with reference to the removal and repair of the light-houses at the mouth of Clinton river; but no work has been done, in consequence of the condition of the pier on which it is situated. This officer reports that it will not be necessary for the interests of navigation that the light-house be removed from its present location.

The work on the light-house and pier at Chicago, Illinois, are under the superintendence of Lieut. Webster, of the corps of topographical engineers, and under the direction of that bureau. This officer, in his report to that bureau, September 1, 1853, states that the pier head put down for the foundation of the light-house is sufficient for the purpose for which it was designed, and that "the light should be one of the first class for the lakes," which is equivalent to the third order lens at "Wagooshance," and that it is very much needed, as the present one is very imperfect and altogether insufficient.

The twelfth district, embracing the whole of the Pacific coast of the United States, is in charge of Capt. H. W. Halleck, United States corps of engineers, as inspector. On this coast there are eight light-houses contracted to be built under authority of the late Secretary of the Treasury, the supervision of which was transferred to this office December 22, 1852, and the inspector was assigned to their superintendence early in the year. The latest reports on the subject announce the completion of the light-house towers on Alcatraz island, and at Fort Point, Bay of San Francisco, Point Pinas, (Monterey,) and on the Farrallones island.

The contractors having despatched their vessel to Oregon for the purpose of commencing the light upon Cape Disappointment, she was wrecked and totally lost at the mouth of the Columbia river.

Of the number of light-houses contracted to be built on this coast, four remain to be commenced, viz: Cape Disappointment, Point Conception, San Diego, and Humboldt harbor.

The illuminating apparatus for these eight light-houses was contracted for in Paris, by Lieut. W. A. Bartlett, United States navy, who was sent to France for that purpose by the late Secretary of the Treasury, under special instructions from that office. The illuminating apparatus for the two lights in San Francisco bay has been for some time in San Francisco, and according to the terms of the contract entered into by the manufacturers with Lieut. Bartlett, the remaining six should be shipped at an early day, if they have not already been sent to their destination. Although this officer is not under the orders of this board, he has been frequently called upon, during the past year, to procure information for the light-house establishment, which he has promptly furnished. He has also given his attention to illuminating apparatus ordered from the manufacturers in Paris for lights on the Atlantic, Gulf and Lake coasts.

By the last account from San Francisco, it appears that the officer charged with setting up the illuminating apparatus has not been able to procure competent persons to perform that service at the Alcatraz light; and the engineer officers charged by the War Department with the works of fortification at Battery point have been compelled to remove the light-house tower from that point, to enable them to carry on their work. As it is presumed that legislation will be required in relation to this latter light, a more detailed account will be given in the report of this board, to enable the department and Congress to act understandingly on the subject.

An appropriation was made at the last session of Congress for the erection of a light-house on Point Bonita, entrance to Bay of San Francisco. The subject, in conformity to law, was referred to the Superintendent of the Coast Survey for an examination, survey, and report upon the site. The site has been selected, and the collector and superintendent of lights at San Francisco has been requested to obtain the necessary information in reference to the validity of the reservation of that point by the United States for light-house or other purposes. So soon as a valid title is obtained, and receives the approval of the Attorney General, it is proposed to lose no time in commencing the erection of this light-house.

The remaining points on this coast for which appropriations have been made for the erection of light-houses have been referred through the department to the Superintendent of the Coast Survey, for the selection of the sites, &c., which it is presumed will be furnished at an early day.

The buoys authorized at the last session of Congress for San Francisco bay and its tributaries, for Humboldt bay, Umpqua, and the Columbia river, are now in course of construction at the navy yard at Washington, D. C., and will be shipped to their destinations as soon as they are completed.

Efforts were made to have some of these buoys constructed in the vicinity of the localities for which they were designated, but without success.

In addition to the foregoing works enumerated in the several districts, the two first-class light-vessels, with their illuminating apparatus, moor

ings, &c., have been completed and sent, respectively, to New Bedford, Massachusetts, and Smithville, North Carolina; the one to be placed off the South shoals of Nantucket, and the other on Frying Pan shoals, (Cape Fear, North Carolina,) as soon as they receive their officers, crews, and outfits.

Five other light-vessels—three of the first, and two of the second class—are now in course of construction, and will be ready in a short time, it is believed, to be sent to their respective stations at Sandy Hook, New York; Minot's ledge, Massachusetts; Rattlesnake shoal, off Charleston, South Carolina; and Succunnesset shoal and Killpond bar, Vineyard sound, Massachusetts.

The four iron bell-buoys authorized, respectively, for Flynn's knoll, (harbor of New York;) for Cape Romain shoals, South Carolina; Middle Ground shoal, (Charleston, South Carolina,) and for the entrance to Mobile bay, are in course of construction, and will be sent to their stations before the close of the present season.

In addition to the new illuminating apparatus recently constructed, and placed in the seacoast lights at Capes Henlopen and May, orders have been given for the construction of new illuminating apparatus for the important seacoast light at Fire island; at Execution Rocks; Princess bay and Cumberland Head, New York; and at Juniper island, Vermont.

The necessary orders have also been given for constructing the proper illuminating apparatus for all the light-houses authorized by Congress to be built, which it is believed will be ready by the time the work of construction of the towers and buildings is completed.

The annual supplies for the southern coast for the current year are about being despatched from New Bedford, in the two supply-vessels "Guthrie" and "Eliza." Immediately on the return of these vessels from the coast of Florida and the Gulf, the annual supplies for the remaining portions of the coast will be despatched by them.

An appropriation was made 31st August, 1852, for testing the apparatus of Wilson and Meachum for illuminating light-houses, "to be expended under the direction of the Secretary of the Treasury."

By direction of the late Secretary, this appropriation was placed in the hands of Mr. Wilson, upon his giving the security required by the department, for the faithful execution and delivery of the apparatus for the use of the government.

No report has been received on the subject. Preliminary arrangements have been made for executing the law authorizing the plan of Charles Babbage, esq., for distinguishing lights, to be practically tested.

Under the authority of the act appropriating \$250 for testing the adaptation of Jabez Stone's patent buoy, as a guide to rivers and other narrow channels, two buoys were procured and placed in the Potomac river, at points which could be readily inspected at short intervals; but after remaining for some time down, and the distinguishing marks being destroyed, they were taken up, and are now in the possession of Captain Henry Brewerton, of the corps of engineers, for further test, in the prosecution of his duties in the Patapsco.

Failing to obtain satisfactory bids for constructing the iron buoys authorized and required for the southern coast and on the Pacific, upon application through the department, permission was granted by the Secretary of the Navy to have such number made at the Washington

navy yard as were required, to be paid for out of the respective appropriations.

Permission was also given by the Navy Department to have the requisite quantity of chain-cable, and number of anchors for the seven light-vessels before referred to, constructed at the Washington navy yard, upon the same terms.

The department is also indebted to the courtesy of the Navy Department, in permitting this board to have work done at the New York and Boston navy yards, which it was found difficult to have done elsewhere in a proper manner and upon reasonable terms; to which should be added the obligations of this board to the same department for the circular requiring commanders of navy yards and vessels to afford every facility to the light-house inspectors in the performance of their duties, which is not inconsistent with the interests of the particular branch of the public service committed to their charge.

The board takes pleasure in making its acknowledgments to the War Department, and to the two engineer bureaus under its control, for the valuable and prompt assistance afforded by the detail of officers of engineers to execute the works of repair, renovation, and construction connected with the light-house establishment, as contemplated by the acts of Congress.

The Superintendent of the Coast Survey, under instructions from the department, in conformity to law, has furnished surveys and reports upon various points upon which aids to navigation have been authorized to be placed; besides, much valuable information has been furnished by that officer relating to the geographical positions of light houses, beacons, &c., and copies of sketches in advance of publication, &c., &c.

The board has received numerous petitions, to be transmitted through the department to Congress, for the establishment of additional aids to navigation, which will be tabulated and submitted, with the detailed report of the operations of the light-house establishment during the present year, for the further information of the department and of Congress.

This board takes pleasure in bearing testimony to the ability and zeal of the inspectors, of local superintendents, and of the officers of the two corps of engineers of the army, who have been the agents to execute the instructions, and to perform the various duties of the light-house establishment.

By order of the Light-house Board.

Very respectfully, your obedient servant,  
W. B. SHUBRICK, *Chairman.*

THORNTON A. JENKINS,  
EDMD. L. F. HARDCASTLE,  
*Secretaries.*

HON. JAMES GUTHRIE,  
*Secretary of the Treasury.*



*Supplemental Report of the Light-house Board.*

TREASURY DEPARTMENT,  
*Office of Light-house Board, November 29, 1853.*

SIR: I have the honor to submit, by direction of this board, a report supplemental to the one transmitted from this office on the 19th instant, for the information of the department and for the consideration of Congress.

The reports of the inspectors on the southern coast, which had been delayed in consequence of the prevailing epidemic in that quarter, having been received, this office is now enabled to submit a detailed account of the services performed in the several districts, and which will be readily seen by reference to table A, hereto appended.

List B, hereto appended, exhibits some of the proposed improvements and increase of aids to navigation recommended in the general programme of the temporary Light-house Board in its report submitted in 1852, and renewed in the annual report from this office, laid before Congress at its last session.

Recurring to the two previous reports above referred to, in which it is recommended that though no effort should be spared to render all the lights and other aids to navigation authorized by Congress efficient, as rapidly as the means provided will permit, yet the improvement of sea-coast lights and exterior aids to navigation is of paramount importance. The board takes this occasion respectfully to renew this recommendation, and ask its favorable consideration by the department and by Congress.

The additional appropriation asked (list B) for completing the light-house authorized to be built on Boon island, Maine, has been found to be necessary in consequence of it having been ascertained and reported by the engineer officer charged with the construction of that work, that the materials of the present tower and building are unfit for use in the construction of the new buildings. The former appropriation was based upon the assumption that, by using the materials of the present structure, the cost of the new ones would be greatly diminished.

Independently of the fact that the materials of the present buildings are not of a proper kind to be incorporated into the new buildings, it would be necessary, in order to make use of them, to extinguish the present light, which would greatly endanger life and property on that coast.

The recommendation contained in the report of Major C. A. Ogden, corps of engineers, (see Appendix No. 7,) that the appropriation for iron spindles to be placed on the Graves and Harding's ledges, Boston harbor, be applied to the procuring and placing of a bell-buoy and triangle buoy to mark these dangers, meets the approval of this board; and the authority to apply the appropriations as recommended, is respectfully solicited.

The board would respectfully recommend to the favorable consideration of Congress the estimate submitted in list B for a light-house on the shoal off Smith's Point, Chesapeake bay, mouth of the Potomac river, as a substitute for the light-vessel now placed to mark the end of the shoal, and the light-house on the main land placed to mark the locality.

Should this appropriation not be made, a very large outlay will be

necessary for preserving the foundation of the light-house, and for rebuilding a new tower at an early day; and a sum of at least \$15,000 for a new light-vessel to replace the present one, which is very much decayed.

The annual expense of maintaining the proposed light-house, when constructed, would be much less than for the two aids now existing in that vicinity, while the former will prove a much more efficient and reliable guide to navigators.

The board would also respectfully invite the attention of Congress to the present condition of the light-house and site at the mouth of the St. John's river, Florida.

The title to the site of this light-house being in dispute, together with the present dilapidated state of the tower, render necessary, in the opinion of the board, some action to prevent the possible extinction of the light at that point, which would prove a serious evil to the commerce of Jacksonville and of the surrounding country.

The sum estimated for in list B, in addition to the balance remaining in the treasury of the appropriation made August 31, 1852, for preserving the site of that light-house, would, if granted, be sufficient to purchase a more eligible site for a light-house and range-light, to guide in crossing the bar, than the present one. (See Appendix Nos. 39, 40 and 41.)

The board would respectfully invite the attention of Congress to the reports of Major Bache, corps of topographical engineers, and of the Board of Trade of Philadelphia, on the subject of providing the necessary additional aids to navigation in Delaware bay and river, and would state, that although it would appear there can be but little doubt as to the necessity for the aids suggested in these reports, yet, on account of the large appropriations which would be required to provide them, the board is not prepared to recommend all of them at this time, but would respectfully defer to Congress the decision as to which of these objects are of the most urgent necessity.

It is believed that the proposed substitution of a light-house on Cross ledge, in Delaware bay, for the light-vessel now stationed near that locality, would not only greatly improve the navigation of that portion of the bay, but, when completed, it would be maintained at a much less annual expense than the light-vessel.

It is proper to add, in this connexion, that the best illuminating apparatus that could be procured in this country has been placed, during the last summer, in the light-houses at Capes May and Henlopen. These are a great improvement over the old lights, and will answer a very good purpose until Congress may deem fit to make appropriations for the more approved apparatus with which it is designed ultimately to furnish these two important points.

On the 30th April, 1852, a contract was entered into by the Treasury Department, with certain parties, for constructing eight light-houses on the coast of California and Oregon, previously authorized by Congress, in which it was stipulated that \$31,000 should be paid for the construction of a light house at Cape Disappointment; and in a subsequent agreement, on the same day, between the same parties, that the additional sum of \$7,500 should be paid to the contractors for certain modifications in the originally designed structures for that locality; making \$38,500,

exclusive of certain incidental expenses for freight, &c., on a part of the wood-work, &c.

The appropriation from which this sum must be paid, when the light-house at Cape Disappointment is completed, is in the following words: "For a light-house on Cape Disappointment, at the mouth of the Columbia river; one on an island off Cape Flattery, at the entrance of the Straits of Fuca; and one at New Dungenness; twelve iron can-buoys in Columbia river, and the transportation, erection, and placing the same, fifty-three thousand one hundred and forty dollars;" and "For fog-signals for the light-houses at Cape Disappointment, Cape Flattery, and New Dungenness, three thousand dollars." Total, \$56,140.

The buoys authorized in the foregoing act having been procured and placed by the Coast Survey, at a cost of \$4,620, it will be seen that there remains but \$13,020 for the construction of the lights at Cape Flattery and New Dungenness; a sum wholly inadequate to carry out the intention of Congress.

A sufficient additional appropriation for this purpose is therefore respectfully asked, which is believed, at the present prices of labor and materials on that coast, should not be less than \$39,000.

The light-house authorized and built on Battery Point, Bay of San Francisco, having been taken down to make room for the works of fortification authorized by law at that point, an appropriation, it is believed, should be made for erecting a light of greater power than the one originally authorized for Battery Point, or Point Lobos, the outer entrance of the bay, and an estimate is accordingly submitted in list B.

Verbal representations having been made at this office, by persons familiar with the coast of California, that small lights are necessary to guide to the anchorages off the towns of Santa Cruz and Santa Barbara, estimates have been submitted for those purposes. (List C.)

A petition addressed to the honorable Secretary of the Treasury, numerously signed by owners, masters, and seamen of vessels, and other citizens interested in the commerce and navigation of the lakes, for the discontinuance of the light-house at the mouth of Calumet river, which they represent as being a serious inconvenience, and greatly endangering life and property, from the fact that there is no harbor at that place, &c., having been referred to this office, it is respectfully submitted for the consideration of Congress. (See petition, Appendix No. 52.)

List C, hereto appended, exhibits the aids which have been represented to be necessary in order to render the navigation of the respective localities safe and easy.

In this list reference is made to the communications contained in the appendix to this report, suggesting the necessity for the different appropriations asked.

This information is derived from the reports of light-house inspectors of districts; of engineer officers, who are familiar with the wants of the light-house service in the respective localities to which they refer; local superintendents of lights, whose attention has been called to the subject; and from individuals interested in commerce and navigation; whose representations it is believed are reliable, and entitled to the favorable consideration of Congress.

In all cases where additional aids to navigation have been recommended, (and which are embraced in list C,) unaccompanied by specific esti-

mates of cost, a sum has been attached to each, which it is believed will be sufficient, if authorized, to complete the work.

By this means Congress will be enabled to determine without difficulty such objects as, in its wisdom, are of sufficient importance to warrant appropriations being made.

Very respectfully, your obedient servant,

W. B. SHUBRICK,

*Chairman Light-house Board.*

THORNTON A. JENKINS,

EDMD. L. F. HARDCASTLE,  
*Secretaries.*

Hon. JAMES GUTHRIE,

*Secretary of the Treasury.*

—  
*List B.*

MAINE.

For rebuilding light-house and keeper's dwelling on Petit Menan island - - -	\$35,000
(See Appendix No. 1.)	
For rebuilding light house on Baker's island - - -	5,000
(See Appendix No. 1.)	
For rebuilding light-house on Franklin island - - -	5,000
(See Appendix No. 1.)	
For procuring illuminating apparatus, and completing light-house tower and buildings authorized to be built on Boon island - - -	14,973
(See Appendix No. 1, and body of report.)	

MASSACHUSETTS.

For continuation of work on foundation and light-house buildings on the rocks called "Sow and Pigs" - - -	30,000
(See Appendix No. 7.)	
For rebuilding light house at Gay Head, and fitting it with first order illuminating apparatus - - -	30,000
(See Appendix No. 7.)	

That the sums appropriated March 3, 1851, and August 31, 1852, "for iron spindles on the Graves and Harding's ledges, Boston harbor," be applied to the procuring and placing a bell and triangle beacons on these points.

NEW YORK.

For erecting a first class seacoast light house tower, and fitting it with the most approved illuminating apparatus, near Great West bay, Long Island - - -	35,000
(See reports of Light-house Board, 1852 and 1853.)	

## NEW JERSEY.

For a first class light-house, to be fitted with the most approved illuminating apparatus, to be placed in the vicinity of Absecum inlet, to guide navigators clear of Absecum and Brigantine shoals - - - - -	\$35,000
(See reports of Light-house Board of 1852 and 1853, and Appendix No. 21.)	
For erecting a permanent beacon to range with Charleston light, for crossing the bar, as a substitute for the present movable lantern - - - - -	1,000
(See Appendix No. 34.)	
For rebuilding the two beacons on Sullivan's island, and for building a keeper's house - - - - -	6,000
(See Appendix No. 34.) (There never has been a keeper's house for these two beacons—the rent of \$200 per annum being paid for the use of one.)	

## FLORIDA.

For the erection of a light-house and of a beacon-light, to serve as a range for the channel across the bar, in place of the present light-house at the mouth of the St. John's river, in addition to the balance of the appropriation approved August 31, 1852, for the preservation of the site - - - - -	15,000
(See reference to this subject in the body of the report, and also Appendix Nos. 38 and 39.)	
For rebuilding on a proper site, and elevating and refitting with the most approved illuminating apparatus, the light-house at Pensacola - - - - -	25,000
(See Appendix No. 47.)	

## LOUISIANA.

For a new light house at Port Pontchartrain, in the place of the present structure, which will not admit of being repaired - - - - -	6,000
(See Appendix No. 44.)	
For a new light-house at Bayou St. John, in the place of the present structure, which will not admit of being repaired - - - - -	6,000
(See Appendix No. 44.)	
For a new light-house at New Canal, in the place of the present structure, which will not admit of being repaired (See Appendix No. 44.)	6,000
For a new beacon-light at Proctorsville, in the place of the one destroyed by fire November 24, 1853 - - - - -	3,000
(See Appendix Nos. 44 and 45.)	

## CALIFORNIA.

For a light-house on or near Point Lobos, to mark the entrance to San Francisco bay, in place of the light-house	
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authorized and built on Battery Point, which was removed to enable the works of fortification at that point to be prosecuted - - - - - \$25,000  
(See report, and Appendix No. 54.)

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*List C.*

MAINE.

For fog-signal and dwelling for keeper, near Monhegan light-house - - - - -	3,500
For harbor light on or near breakwater at Portland - - -	3,5000
For completion of beacon on Buck ledge, Penobscot river, in addition to \$500 already appropriated - - - - -	2,000
For restoring the two other stone beacons on Penobscot river - - - - -	1,000
For fog signals at Mount Desert Rock and Martinicus light-houses - - - - -	5,000
For buoys for the waters on the coast of Maine, viz: St. Croix river, near breakwater, Portland, Maine, and for beacons and buoys at other important points in the St. Croix, Kennebec, and Penobscot rivers, &c. - - - - -	2,000
For light-house on pier-head at Kennebunk harbor - - -	500
(For information relating to the foregoing objects, see Appendix Nos. 1 to 6, inclusive.)	

MASSACHUSETTS.

• For removal of the light-house at Truro, (highlands,) Cape Cod - - - - -	25,000
(See Appendix No. 10.)	
For rebuilding light-house at Brant's Point, Nantucket - -	15,000
(See Appendix No. 7.)	
For preservation of site of Billingsgate island light-house, (Wellfleet) - - - - -	2,000
(See Appendix No. 7.)	
For large fog-bells for light-vessels in the Vineyard sound, in exchange for the small ones now in use on board of those vessels - - - - -	1,500
(See Appendix No. 10.)	
For four iron 12-pounder guns and equipments for fog-signals on board of light-vessels in Vineyard sound - - -	2,000
(See Appendix No. —.)	
For iron buoys and buoy-boats for approaches to Boston bay, and on Nantucket shoals - - - - -	5,000
(See Appendix No. —.)	

VERMONT.

For two small lights to be placed on the pier at Burlington, (See Appendix Nos. 11 to 20 inclusive.)	1,000
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## LAKE CHAMPLAIN.

For light-house at or near Windmill Point - - -	\$8,000
(See Appendix Nos. 11 to 20.)	
For small light at north end of Isle au Motte - - -	500
(See Appendix Nos. 11 to 20.)	
For light-house at or near Crown Point - - -	8,000
For a fog-signal at Juniper island light-house - - -	500
(See Appendix Nos. 11 to 20.)	
For nine small lights near Whitehall, in place of those at present kept up by steamboat companies - - -	4,500
(See Appendix Nos. 11 to 20.)	
For buoys for the following points in Lake Champlain, viz: On "Point au Fer reef," "Perry's reef," near "Wal- cour island," on "Ferris's reef," and on "Schuyler's Island reef" - - - - -	700
(See Appendix Nos. 11 to 20.)	

## RHODE ISLAND.

For a beacon-light at Bristol ferry - - - - -	500
(See Appendix No. 15, &c., and petition to Congress.)	

## CONNECTICUT.

For a beacon at Sugar reef, east entrance of Long Island sound - - - - -	1,500
(See petition to Congress and Appendix Nos. 17 and 18.)	
For a beacon on Long Point - - - - -	1,000
(See Appendix Nos. 17 and 18.)	
For a beacon on Sea Flower reef - - - - -	1,000
(See Appendix No. 19.)	
For a fog-signal at or near Lynde Point light-house - - -	500
(See Appendix No. 11.)	
For buoys at the eastern extremity of Watch Hill reef, and on "Wamphasoc" entrance to Stonington harbor - - -	200
(See petition to Congress and Appendix No. 17.)	
For a light-house at or near Niantic, Long Island sound - - -	4,000
(See Appendix No. 16.)	

## NEW-YORK.

For a fog-signal, with machinery, at Little Gull island light-house - - - - -	2,500
(See Appendix No. 11.)	
For a fog-signal at Stony Point light-house - - - - -	500
(See Appendix No. 11.)	
For a beacon-light to mark entrance to Loyd's harbor, Huntington bay, Long Island - - - - -	4,000
(See Appendix Nos. 11 and 12.)	
For a light-house at Race Point, Fisher's island, Long Island sound - - - - -	8,000
(See Appendix No. 17.)	
For a light-house on Horton's Point, Long Island sound - - -	4,000
(See Appendix No. 17.)	

For buoys in Long Island sound at the following points, viz: Hay Beach flats, Great Hog Neck, South Hole, Little Hog Neck, Midway bar, entrance of channel at River Head, Shelter Island ferry, at Neckoll's Rocks, between Rum-head and Mishomac Point, at a shoal east of Gardiner's Point	\$300
(See Appendix No. 19.)	
For a bell-buoy on or near Shagwong reef	4,000
(See Appendix No. 19.)	

## DELAWARE BAY.

For a light-house at Cross Ledge, in place of the light-vessel at present at that point	30,000
(See Appendix Nos. 22 to 25.)	
For a beacon-light on the pier at Port Penn, Delaware bay,	500
(See Appendix Nos. 24 to 25.)	
For a beacon-light on Reedy Point	5,000
(See Appendix Nos. 22 to 25.)	
For a large buoy or buoy-boat to be placed on the southwest point of the Over-falls.	1,000
(See Appendix No. 25.)	
For refitting Cape Henlopen light-house with first order illuminating apparatus	15,000
(See Appendix Nos. 22 and 25.)	
For a light-house on or near Ship John shoals	30,000
(See Appendix Nos. 22 and 25.)	
For a fog-signal to be placed at the Delaware breakwater light-house	500
(See Appendix Nos. 22 and 25.)	
For a fog-signal to be placed at the Reedy island light-house,	500
(See Appendix Nos. 22 and 25.)	
For banking in Reedy island and preserving the site of the light-house	1,815
(See Appendix No. 22.)	
For a large iron bell-buoy to be placed on or near Fenwick island shoal	5,000
(See Appendix No. 25.)	
For a first class iron buoy to be placed on McCrie's shoal, mouth of Delaware bay	800
(See Appendix No. 25.)	
For a first class iron buoy to be placed on the northeast part of Five Fathom bank	800
(See Appendix No. 25.)	

## VIRGINIA.

For a light-house on Smith's Point shoal, mouth of Potomac river, in place of the light-house on Smith's Point, and the light-vessel at present placed to mark the extremity of the shoal	25,000
(See Appendix No. 26, and body of report.)	
For a light-house half way between Cape Henry and Bodie's island light houses, on or near false Cape Henry	25,000
(See petition to Congress and Appendix No. 26.)	



For a light on or near York spit, Chesapeake bay - -	\$15,000
(See petition and Appendix No. 26.)	
For buoys at Green Point, Sandy Point, &c., in York river, (See Appendix No. 30.)	500
For a light-house on the shoals or Sandy Point, to mark the entrance to Cherrystone harbor - -	10,000
(See Appendix Nos. 28 and 26.)	
For buoys to be placed in the Chesapeake bay, on the follow- ing points, viz: Fisherman's, Picket's Hole, Cherrystone, Pocomoke flats, Hunting creek, Deep creek, Chesconnes- sex, Onancock, Pungoteague, Naswadox, The Gulf, New Point Comfort, Peankatank river, Great Wicomico river, Rappahannock river, Drum Pointspit, near Stingray Point, near Smith's Point light-vessel - -	1,30
(See Appendix Nos. 26, 28, 29, and 30.)	
For buoys and stakes in the Potomac river, between Alexan- dria and Georgetown - -	200
(See Appendix No. 27.)	

## NORTH CAROLINA.

For a light-house on Roanoke marshes - -	10,000
(See Appendix No. 32, relating to petition to Congress, 512 citizens of North Carolina.)	
For buoys for the following places: at "Neuse river," "Pamlico sound and river," "Ocracoke inlet," "Core sound," Beaufort harbor - -	1,640
(See Appendix Nos. 32 and 33.)	
For a beacon-light on Federal Point, to range with the light- house on that point, and as a substitute for the light-vessel at present stationed on Horse-Shoe shoal - -	800
(See Appendix Nos. 34 and 35.)	

## SOUTH CAROLINA.

For a light-house and beacon-light on the main land on North Edisto island - -	15,000
(See Appendix No. 37, and petition to Congress.)	
For buoys in North Edisto inlet and approaches - -	500
(See Appendix No. 37, and petition to Congress.)	
For a light-house and beacon-light on the north point of Hunting island, to serve as a seacoast and range for the Swash channel, in the place of the light-vessel at present placed off St. Helena, and that vessel to be removed to Courbakee bank - -	30,000
(See Appendix No. 37, and petition to Congress.)	
For a day beacon or buoy in St. Helena sound - -	800
(See Appendix No. 37, and petition to Congress.)	
For a first class light-vessel for Martin's Industry, in place of the present inefficient one, and for repairing the light- vessel now placed at Martin's Industry, and placing it (after the larger vessel is built) at or near the entrance to Calibogue sound - -	30,000
(See Appendix No. 37, and petition to Congress.)	

For two beacons to serve as a range for the entrance to Calibogue sound (See Appendix No. 37, and petition to Congress.)	\$5,000
For a small beacon-light on Fort Sumpter, Charleston harbor (See Appendix No. 34.)	1,000
For a light-house and beacon-light on or near Hilton Head to guide to Port Royal harbor entrance (See Appendix No. 37, and petition to Congress.)	10,000
For five iron buoys for Port Royal harbor (See Appendix No. 37, and petition to Congress.)	1,500
For buoys for St. Helena bar (See Appendix Nos. 34 and 37.)	1,500

## GEORGIA.

For iron buoys to be placed in the St. Mary's and St. Andrew's bays (See Appendix No. 34.)	2,000
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## FLORIDA.

For buoys for the St. John's bar and river (See Appendix No. 38.)	2,000
For elevating, and fitting with the most approved illuminating apparatus, the light-house tower at Cape Florida (See Appendix Nos. 38 and 41.)	15,000
For iron buoys for Key West harbor and approaches (See Appendix No. 43.)	1,500
For a small beacon-light near or on Fort McRea, Pensacola (See Appendix No. 47.)	1,000
For two large iron buoys for Pensacola bar (See Appendix No. 47.)	1,000

## LOUISIANA.

For a day beacon to be placed on the east end of Horn island (See Appendix No. 44.)	1,500
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## ALABAMA.

For making permanent five range stakes, with lights, where required, at the Choctaw Pass and Dog River bar, Mobile (See Appendix No. 44.)	1,500
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## TEXAS.

For a light-house on or near Gallinipper Point, Lavacca bay (See Appendix No. 49.)	10,000
For a light-house on or near Half-Moon reef, Matagorda bay (See Appendix No. 49.)	10,000

## MICHIGAN.

For repair of the light-house, and pier upon which it is placed, near Monroe, Michigan - - - - -	\$6,000
(See Appendix No. 50, for report and estimate.)	
For completing foundations of two light-houses on St. Clair flats - - - - -	20,000
(See Appendix No. 53.)	

## INDIANA.

For a beacon-light on the pier or breakwater at Michigan City (See Appendix No. 51.)	1,000
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## ILLINOIS.

For a beacon-light on the breakwater at Waukegan, (Little Fort,) in place of the present light-house - - - - -	1,000
(See Appendix No. 51.)	
For buoys to mark the bar and harbor at Chicago - - - - -	300
(See Appendix No. 51.)	
For a harbor light at the town of Santa Cruz, Bay of Mon- terey - - - - -	10,000
(Recommended at last Congress.)	
For a harbor light at Santa Barbara - - - - -	10,000
(See report.)	

## A.

*Table exhibiting all the aids to navigation authorized by Congress prior to August 31, 1852, but which had not been completed at the date of the report of the Light-house Board of January 15, 1853, and also those authorized at the session of Congress which closed March 3, 1853, and the action in each case up to the date of this report, November 29, 1853.*

State.	Locality.	Description of object.	Date of appropriation.	Sum appropriated, or balance.	Action taken.
Maine .....	Ledge east of Boon island...	Buoy .....	Sept. 23, 1850	\$150 00	Buoy placed.
	White and Thom's ledge and Pond island reef, Kennebec river.	Buoys .....	Mar. 3, 1851	300 00	Additional appropriation made—buoys either placed or procured for placing.
	Narraguagus (Pond island)..	Light-house .....	.....do.....	4,000 00	Completed and lighted April 18, 1853.
	Nubble (Cape Neddick) or York harbor.	.....do.....	Aug. 31, 1852	5,000 00	Examinations and surveys made of site under direction of Superintendent Coast Survey during the past season; construction will be commenced as soon as the site is reported.
	Haddock ledge .....	Beacon .....	.....do.....	500 00	Buoy placed temporarily to mark site.
	Cape Elizabeth .....	Fog-bell .....	.....do.....	2,500 00	Bell constructed and put up.
	Seguin .....	.....do.....	.....do.....	2,500 00	Inspector instructed on the subject.
	Whitehead .....	.....do.....	.....do.....	2,500 00	Constructed and put up.
	West Quoddy Head .....	.....do.....	.....do.....	2,500 00	Inspector instructed on the subject.
	Logy's ledge .....	Beacon .....	.....do.....	500 00	Completed.
	Eastern and Western Sisters.	Buoys .....	.....do.....	160 00	Buoys procured and placed.
	Boone island .....	Light-house .....	.....do.....	25,000 00	Plans submitted and approved—necessary steps taken for procuring materials and commencing the work at the opening of the season.
	Steele's ledge .....	Beacon .....	.....do.....	1,000 00	Completed.
	Heron neck .....	Light-house .....	.....do.....	5,000 00	Under construction, and will be ready for lighting in a few weeks.
	Kennebec river .....	Buoys, beacons, and spindles.	.....do.....	5,000 00	Completed, commenced, or in progress.
	Petit Menan .....	Fog-bell .....	.....do.....	2,500 00	Bell constructed and put up.
	Old Man's ledge .....	Buoys .....	.....do.....	500 00	Buoys constructed and ready for placing as soon as the weather will permit.

New Hampshire	Entrance to Camden harbor.	Beacon	.....do.....	1,000 00	Two beacons built and buoy placed.
	Narraguagus harbor.....	Beacons and buoys	.....do.....	1,000 00	Buoys constructed, and will be placed as soon as the weather will permit.
	Pumpkin island .....	Light-house	.....do.....	3,500 00	Owner of land cannot be ascertained.
	Between Owl's Head and Whitehead light-houses.	Beacons	.....do.....	4,000 00	Four beacons built, five iron can-buoys and three spar-buoys placed.
	Goldsborough.....	Buoys	.....do.....	200 00	Two buoys placed; the remainder will be constructed and placed at an early day.
	Buck ledge.....	Beacon	.....do.....	500 00	Appropriation inadequate.
	Muscongus bay .....	Buoys, beacons, and spindles.	Mar. 3, 1853	3,000 00	Buoys constructed and placed.
	Mouth of Little harbor .....	Buoys and beacon	Sept. 28, 1850	1,023 56	Beacon erected; buoys in course of construction.
	Wiley's ledge and Halfway rock.	Beacon and buoy	Aug. 31, 1852	800 00	Beacon completed; buoy placed.
	Branton's reef.....	Light-vessel	Mar. 3, 1851	15,000 00	Completed and stationed.
Rhode Island	Goat island.....	Preservation of light-house.	Aug. 31, 1852	3,500 00	Work completed.
Massachusetts	Narragansett bay.....	Buoys	Mar. 3, 1853	900 00	Buoys procured and placed.
	Lime rock .....	Beacon-light	.....do.....	1,000 00	Completed.
	East end of Chatham.....	Spar-buoys	Sept. 28, 1850	175 00	Inspector directed to place them.
	North and south end of Massaget rocks.	do	.....do.....	260 00	Do do.
	Lynn harbor.....	} Spar buoys	Sept. 28, 1850	560 00	Inspector directed to place them.
	Dolphin rocks, &c.....				
	Sow and Pigs.....	Light-vessel	Mar. 3, 1853	30,000 00	Hydrographical and topographical surveys, made during the past season, under the direction of the Superintendent of the Coast Survey, and plans in preparation by engineer officer in charge.
	Near breakwater at Bass river.	Light-house	.....do.....	4,000 00	Deeds of title in hands of law officers for examination; plans submitted and approved.
	Sheconnesset shoal.....	Light-vessel	Aug. 31, 1852	12,000 00	Under construction, and will be ready at an early day.
	Holmes's Hole.....	Three buoys	.....do.....	300 00	Buoys procured and placed.
	Newburyport harbor.....	Beacons and buoys	.....do.....	2,000 00	Rebuilt, and in course of repair; buoys procured and placed.
	Fawn bar.....	Beacon	.....do.....	1,000 00	{ In charge of engineer officer of district for examination of localities, and for report and plan of the structures; recommends bell-buoy and triangle buoy for these localities.
	Graves and Harding's.....	Spindles	.....do.....	8,000 00	
	Kill-pond bar .....	Light-vessel	.....do.....	12,000 00	Under construction, and will be ready at an early day.
	Bibb Rock.....	Buoy	.....do.....	75 00	Buoy procured, and ready for placing.
	Great Ripp.....	Buoy-boat	.....do.....	5,000 00	Under construction.
	Sand shoal.....	do	.....do.....	5,000 00	Do.

State.	Locality.	Description of object.	Date of appropriation.	Sum appropriated, or balance.	Action taken.
Massachusetts . . .	Off Nantucket shoals . . . . .	Light-vessel . . . . .	Aug. 31, 1852	\$30,000 00	Completed, and preparing to proceed to her station.
	Baker's island . . . . .	Fog-bell . . . . .	do. . . . .	2,500 00	Will be ordered and placed as soon as the machinery is sufficiently perfected to warrant it.
	Race Point . . . . .	do. . . . .	do. . . . .	2,500 00	do do do.
	Off Point Gammon light-house	Buoy . . . . .	do. . . . .	120 00	Buoy procured, and ready for placing.
	Succunnesset Point . . . . .	do. . . . .	do. . . . .	120 00	do do.
	Minot's ledge . . . . .	Light-house . . . . .	do. . . . .	80,000 00	Plan approved by the Topographical bureau, and submitted to the Hon. Secretary of the Treasury; hydrographical survey made during the past season by the Superintendent of the Coast Survey.
	New Bedford harbor . . . . .	Buoys . . . . .	do. . . . .	300 00	Buoys procured, and ready for placing.
	Minot's ledge . . . . .	Light-vessel . . . . .	Mar. 3, 1853	22,000 00	Under construction, and expected to be ready at an early day.
	Taunton river . . . . .	Buoys . . . . .	do. . . . .	500 00	Buoys procured, and placed.
	Deep-hole Rock . . . . .	Beacon . . . . .	do. . . . .	600 00	Examination and survey of site made and reported during last season, under direction of Superintendent of Coast Survey.
Connecticut . . . . .	Holmes's Hole harbor . . . . .	Three beacon-li'ts in place of one.	Aug. 31, 1852	3,500 00	Sites selected, and title-deeds in hands of law officers for examination and approval.
	Long wharf, New Haven . . . .	Light . . . . .	do. . . . .	500 00	Site obtained; light in course of construction, and will be finished at an early day.
	New Haven harbor . . . . .	Buoys . . . . .	Mar. 3, 1853	200 00	Buoys placed.
	Penfield reef . . . . .	Buoy . . . . .	do. . . . .	150 00	Buoy placed.
	Race Rock . . . . .	Beacon . . . . .	do. . . . .	7,000 00	Work in charge of engineer officer.
	Near Middletown, in Connecticut river.	Beacon-li'ts, buoys and spindles.	do. . . . .	30,000 00	Buoys ordered to be placed; three sites selected for beacon-lights; steps taken to obtain titles and jurisdiction.
	Pine island . . . . .	Fog-signal . . . . .	do. . . . .	1,000 00	No action in this case, in consequence of difficulties in perfecting fog-signals.
	Bay of New York . . . . .	Two beacons . . . . .	do. . . . .	6,000 00	The sites for the two range-beacons for the main channel have been purchased, and validity of title under investigation by the district attorney; plans in preparation; work will be commenced as soon as valid titles are obtained.

Do.....do.....	Two lights.....	Aug. 31, 1852	30,000 00	{	Two range-lights near Point Comfort, N. J., for marking main channel of New York bay, will be commenced so soon as the titles to the land purchased for the sites are approved.
Do.....do.....	Two range-lights..	do.....			
Do.....do.....	Iron bell-buoy....	do.....			
Horse-shoe reef, Niagara river	Light-house .....	Mar. 3, 1851	45,000 00		Under construction, and nearly ready for placing on Flynn's knoll.
Gardiner's island.....	Light-house .....	Aug. 31, 1852	7,000 00		Site purchased, deeds approved; cession of jurisdiction obtained; plans submitted and approved, and work to be commenced as soon as the weather will permit.
Point au Roche .....	do.....	do.....	5,000 00		Site selected, jurisdiction obtained; land purchased, and deeds in hands of law officer for examination and report.
Hudson river.....	Six buoys.....	do.....	450 00		Buoys procured and placed in their proper positions.
Black Rock pier.....	Beacon-light.....	do.....	600 00		Temporary beacons erected and lighted.
Oswego.....	Light-house and pier repairs....	do.....	5,000 00		Work in charge of an officer of topographical engineers, and will be completed as soon as the necessary materials can be procured and the season permit the work to be done.
Sandy Hook.....	Fog-bell.....	do.....	5,000 00	{	Will be ordered and placed as soon as the machinery is sufficiently perfectly to warrant it.
Throg's Neck.....	do.....	do.....			
Sandy Hook.....	Light-vessel.....	Mar. 3, 1853	22,000 00		In course of construction by contract, and expected to be ready to be sent to her station before mid-winter.
Sag harbor.....	Beacon.....	Aug. 31, 1852	1,150 00		Work to be commenced as soon as the weather will permit in the ensuing season.
Stony Brook harbor .....	Buoys.....	do.....	300 00		Buoys procured and placed.
Genesee river.....	Beacon, &c.....	do.....	2,600 00		Temporary repairs made on pier, to be completed the ensuing season.
Hudson river.....	Three small beacons.	do.....	1,500 00		Sites selected; deeds submitted for approval by Attorney General; jurisdiction obtained, and work to be commenced as soon as the titles are approved.
Bay of New York .....	Ten buoys.....	do.....	500 00		Buoys procured and placed.
Long Island.....	Beacon.....	do.....	3,000 00		Engineer officer of the district, charged with the work, has visited the site and will submit plan at an early day.
Carlton Head.....	{ Beacon-light repairs }	{ Mar. 3, '53 }	5,000 00	{	Site selected; jurisdiction ceded; work to be commenced as soon as title is perfected.
Tibbetts' Point light-house...					
					Work on repairs of Tibbetts' Point light-house in progress.

State.	Locality.	Description of object.	Date of appropriation.	Sum appropriated, or balance.	Action taken.
New York.....	Buffalo light-house.....	Fog-signal.....	Mar. 3, 1853	\$2,500 00	Will be ordered and placed as soon as the machinery is sufficiently perfected to warrant it.
New Jersey.....	Newark light-house.....	do.....	Aug. 31, 1852	250 00	Fog-bell placed.
	West Oyster-bed, Newark bay, elbow beacon, Set-off Point, and Passaic river.	Beacon-lights; beacon and fog-bell.	do.....	3,000 00	Beacons lighted. Directions given for commencing the construction of the beacon as soon as practicable. Fog-bell placed.
	Mill reef.....	Monument.....	do.....	4,000 00	Directions given for executing work as soon as practicable.
	Great Egg harbor and Hereford.	Four buoys.....	do.....	200 00	Buoys procured and placed.
	Inlet Little Egg harbor.....	} Buoys.....	do.....	1,000 00	} Buoys procured and placed.
	Absecum bar and inlet.....			800 00	
Delaware.....	Delaware bay.....	Beacons and buoys	Mar. 3, 1853	8,480 00	Buoys placed, or in course of construction, to be placed as soon as ready.
	Brandywine shoal.....	Preservation of light-house.	do.....	3,500 00	Work in progress towards completion.
Maryland.....	Fishing battery.....	Light-house.....	Mar. 3, 1851	5,000 00	Completed and lighted during past spring.
	Seven-foot knoll.....	do.....	do.....	2,700 00	Work commenced by contractors, but arrested by difficulties in obtaining proper foundations. Contractors requested to change plan. Contract expired by its own limitation. The necessary steps will be recommended in time to commence the work at the opening of the next season.
	do.....	Fog-bell.....	Aug. 31, 1852	2,500 00	Will be provided by the time the tower is ready to receive it.
	Pocomoke sound.....	Six buoys.....	do.....	480 00	Buoys procured and placed.
	Hooper's straits.....	Buoy.....	do.....	80 00	Buoy procured and placed.
	Fort Carroll.....	Beacon.....	do.....	1,500 00	Temporary light will be placed at an early day.
	Chesapeake bay.....	Fog-bell.....	do.....	200 00	Bell procured and placed on proper light-vessel in Chesapeake bay.
Virginia.....	Chincoteague inlet.....	} Buoys.....	do.....	160 00	} Buoys procured and placed.
	Metompkin inlet.....			160 00	
	Oceahannock.....			160 00	
	White Point and Elbow Point.			160 00	



Virginia.....	Horseshoe shoal.....	Buoy.....	do.....	500 00	In course of construction.	
	Pungoteague creek.....	Light-house.....	do.....	10,000 00	Site surveyed under the direction of the Superintendent of the Coast Survey, plans and estimates submitted and approved, and officer of topographical engineers charged with the construction.	
	Jones's Point.....	do.....	do.....	5,000 00	Site selected, and negotiating for its purchase.	
	Assateague.....	Fog-bell.....	do.....	2,500 00	} These fog-bells will be ordered and placed as soon as the machinery is sufficiently perfected to warrant it.	
	Smith's Island.....	do.....	do.....	2,500 00		
	Cape Henry.....	do.....	do.....	2,500 00		
	White shoal, James river.....	Beacon-light.....	do.....	5,000 00	} Sites selected, and plans submitted and approved; cession obtained and titles under examination by district attorney. So soon as valid titles are obtained, the works will be commenced.	
	Day's Point.....	do.....	do.....	1,000 00		
	Point of shoals.....	Beacon-light.....	do.....	5,000 00		
	Lyon's Creek shoals.....	do.....	do.....	5,000 00		
	Jordan's point.....	do.....	do.....	5,000 00	} In course of construction.	
	Upper Middle.....	Buoy.....	Mar. 3, 1853	} 800 00		} Buoy procured and placed.
	Sand shoal.....	do.....	do.....			
	Hog Island inlet.....	do.....	do.....			
	Potomac river.....	do.....	do.....	500 00		Do do.
	Stingery Point.....	Beacon-light.....	do.....	250 00		Appropriation insufficient.
North Carolina...	Rappahannock river.....	Buoys.....	do.....	600 00	Buoys procured and placed.	
	Middle Ground shoal, Beaufort harbor.....	Buoy.....	Mar. 3, 1851	200 00	Buoy under construction; unable to procure it near the locality.	
	Upper Jettoc, Cape Fear river.....	Light-house.....	do.....	*5,610 93	Work has been delayed in consequence of difficulties of determining proper site. Survey of the river just completed under the directions of the Superintendent of Coast Survey, will enable engineer officer in charge of the district to commence the work at an early day.	
	Baldhead light-house.....	Fog-bell.....	Aug. 31, 1852	2,600 00	Will be ordered and placed so soon as the machinery is sufficiently perfected to warrant it.	
	Bogue banks.....	Light-house.....	do.....	5,000 00	Commencement of the work at the earliest practicable day is expected.	
	Albemarle sound.....	Buoys.....	do.....	200 00	Buoys procured and placed.	
	Falken shoal.....	do.....	do.....	80 00	Do do.	
	North river.....	do.....	do.....	100 00	In course of construction.	
	Main, and Oak Island channels.....	do.....	do.....	1,000 00	Do do.	
	Cape Fear river.....	do.....	do.....	1,300 00	Do do.	

\* Balance.

State.	Locality.	Description of object.	Date of appropriation.	Sum appropriated, or balance.	Action taken.
North Carolina— Continued.	Fryingpan shoals.....	Buoys.....	Aug. 31, 1852	\$1,600 00	Under construction.
	Cape Hatteras.....	Elevating & refitting light-house.	Mar. 3, 1853	15,000 00	Lantern and illuminating apparatus ready for placing. The work of elevating the tower will be completed in a few weeks.
South Carolina...	Cape Romain shoal.....	Bell-buoy.....	Aug. 31, 1852	3,500 00	In course of construction, and will be ready for placing at an early day.
	Charleston.....	Harbor light.....	do.....	500 00	Work in progress, and will be completed as soon as valid title and cession of jurisdiction are obtained.
	South and North Island Points, Georgetown.	3 beacon-lights...	do.....	5,000 00	Surveys made under direction of Superintendent Coast Survey. Work will be commenced as soon as titles are approved, and jurisdiction to sites are obtained.
	Georgetown.....	Buoys.....	do.....	600 00	Under construction, and expected to be completed at an early day.
	Charleston harbor.....	Bell-buoy.....	Mar. 3, 1853	5,000 00	Do do do do.
	Rattlesnake shoal, off Charleston.	Light-vessel.....	do.....	20,000 00	Do do do do.
	Charleston bar and channels.	Buoy.....	do.....	3,000 00	Do do do do.
	Middle Ground shoal.....	do.....	do.....	500 00	Do do do do.
	Morris's island.....	Beacon.....	do.....	3,000 00	Preliminary steps taken for obtaining proper sites and commencing the work as soon as the titles are approved, and jurisdiction obtained from the State.
	Cape Romain light-house....	Rebuilding.....	do.....	20,000 00	Work delayed for the completion of the survey of Cape Romain shoals, which has recently been finished by the Superintendent of the Coast Survey. Site to be selected, and other necessary steps taken to commence the work, without unnecessary delay.
Florida.....	Sea-horse key.....	Light-house.....	Aug. 31, 1852	12,000 00	Site selected, reservation obtained, plans in preparation, and work to be commenced this season.
	Sand Bore and Boca Grande.	Buoys.....	do.....	840 00	Under construction, and expected to be ready for placing at an early day.
	Sea-horse reef.....	do.....	do.....	250 00	Do do do do.
	South of Cape Florida.....	do.....	do.....	700 00	Do do do do.

	Coffin's patches.....	Light-house .....	do.....	35,000 00	Site examined with reference to determining the kind of foundation for the structure; plans in preparation.
	Sand key.....	do.....	do.....	44,127 81	Completed, and lighted July 20, 1853.
	Rebecca shoals.....	Beacon.....	do.....	10,000 00	Site selected by direction of Superintendent of Coast Survey; plans submitted by engineer officer in charge of the work, and approved.
	Mouth of St. John's river....	Preservation of site of light-house.....	do.....	10,000 00	Surveys made under the direction of the Superintendent of the Coast Survey; work suspended in consequence of disputed title to sites.
	Northwest Passage, (near Key West.	Light-house.....	Mar. 3, 1853	12,000 00	Site selected, plan submitted, and work to be commenced as soon as materials can be obtained.
	Jupiter inlet.....	do.....	do.....	35,000 00	Preliminary steps ordered to be taken in regard to obtaining title to the proper site; plans to be prepared, &c.
	Florida reef.....	Coast Survey signals.....	do.....	10,000 00	Referred to Superintendent of the Coast Survey; report submitted, and the necessary directions will be given for making the signals permanent, without unnecessary delay.
	St. Blas.....	Rebuilding light-house.....	Aug. 31, 1852	12,000 00	Work to be commenced and completed this season; delayed in consequence of prevalence of epidemic on that coast the past season.
Alabama .....	Mobile bay .....	Bell-buoy.....	do.....	4,000 00	Under construction, and expected to be ready for placing at an early day.
	Middle Ground.....	Buoys.....	do.....	2,100 00	do do do do.
	Northwest Pelican shoal.....	do.....	do.....	200 00	do do do do.
	Sand island and Mobile Point.	Beacons .....	do.....	4,000 00	{ Construction delayed in consequence of changes in channel subsequent to surveys by Coast Survey and the epidemic on that coast during the past summer. Channels will be re-examined, and the works directed to be commenced immediately.
	Revenue Point.....	do.....	do.....	3,000 00	
	Mobile bay.....	do.....	Mar. 3, 1853	500 00	Completed.
Mississippi.....	Ship island.....	Light-house.....	Sept. 28, 1850	12,000 00	Completed, and instructions given for lighting.
	East Pascagoula.....	do.....	Aug. 31, 1852	5,000 00	Selection of site referred to Superintendent of Coast Survey.
	Cat and Ship island harbors..	Buoys.....	do.....	1,800 00	Under construction.
Louisiana.....	Ship shoal.....	Surveys.....	do.....	3,000 00	Surveys made during past season, under the direction of the Superintendent of the Coast Survey.
	Ship shoal.....	Light-house.....	Mar. 3, 1853	20,000 00	Preliminary steps will be taken towards the construction of this work so soon as reports are received of the surveys authorized.
	Horn Island pass.....	Buoys .....	Aug. 31, 1852	240 00	Under construction.
	Passes of Mississippi river...	do.....	Mar. 3, 1853	3,000 00	Under construction; twelve spar-buoys ordered to be placed in Southwest Pass so soon as the channel is deepened, under direction of engineer officer charged with that work.

State.	Locality.	Description of object.	Date of appropriation.	Sum appropriated, or balance.	Action taken.
Louisiana—Cont'd	Chandeleur island.....	Rebuilding of light-house.	Mar. 3, 1853	\$15,000 00	Will be constructed this season. Delayed in consequence of prevalence of epidemic on that coast during the past season. Work delayed for want of authority from governor of State to transfer the necessary land for site. Application will be made on the meeting of the legislature of Louisiana for the necessary authority.
	Pass a L'Outre .....	do.....	do.....	6,000 00	
Texas .....	Aransas pass.....	do.....	Aug. 31, 1852	15,000 00	Two surveys made at different times, under the direction of the Superintendent of Coast Survey, for the purpose of ascertaining the change in the bar and channel, and for selecting the proper site. An engineer officer has been directed to visit the locality and examine the site with reference to the foundation, to enable the board to determine upon a proper plan for the structure.
	Mouth of Sabine river .....	do.....	Mar. 3, 1853	30,000 00	Survey made, under direction of Superintendent of Coast Survey, of the bar and channel, and for the selection of the site. An engineer officer has been directed to visit the locality and examine the site with reference to the foundation, and to report a plan and estimates for the structure.
	Braxos Santiago .....	do.....	Sept. 28, 1850	15,000 00	Completed and lighted.
	Padre island.....	Beacon .....	do.....		
	Galveston bay.....	Three light-houses	Aug. 31, 1852	25,000 00	Under construction, and expected to be lighted at an early day.
	Braxos Santiago .....	Buoys.....	Mar. 3, 1853	2,000 00	Under construction, and expected to be ready for placing at an early day.
	Grand river bar.....	do.....	do.....		
Ohio .....	Matagorda bay .....	do.....	do.....	5,000 00	Title deeds perfected and approved. Jurisdiction ceded, and the work ordered to be commenced without delay.
	Green island, (Lake Erie)...	Light-house .....	Mar. 3, 1851	5,000 00	District inspector has made examination of the locality and reported upon it. Instructions will be given to commence the work so soon as the necessary preliminary steps relating to title, jurisdiction, &c., have been taken.
	Mouth of Maumee river.....	do.....	Aug. 31, 1852	5,000 00	Inspector charged with procuring and placing them.
	Entrance to Maumee bay....	Buoys.....	do.....	300 00	

Michigan.....	Huron harbor.....	Repair to light-house piers.	.....do.....	6,000 00	} Work in charge of an officer of topographical engineers, and will be completed this season to the amount of the appropriation. Under construction, and will be completed this season. Title deeds perfected and approved, jurisdiction ceded, and inspector directed to commence the work without delay. Lighted on the opening of navigation last spring. Do. do. do. Buoys procured and placed. Preliminary steps taken for selecting site and obtaining title. Work examined by an officer of topographical engineers, who reported the necessity for repairing the pier in advance of commencing work upon the light-house. Preliminary steps taken for selecting site.
	Vermillion harbor.....	Beacon.....	Mar. 3, 1853	3,000 00	
	Off Bois Blanc, (Lake Erie).....	Light-house.....	Sept. 28, 1850	3,000 00	
	Eagle river.....	.....do.....	.....do.....	5,000 00	
	Marquette.....	.....do.....	.....do.....	5,000 00	
	Ottawa Point.....	.....do.....	.....do.....	5,000 00	
	Saginaw bay.....	Buoys.....	Aug. 31, 1852	600 00	
	Round island.....	Beacon-light.....	.....do.....	4,000 00	
	Mouth of Clinton river.....	Light-house repairs, &c.	.....do.....	5,000 00	
	Mouth of South Black river.....	Light-house.....	.....do.....	5,000 00	
Wisconsin.....	Point Betsey.....	.....do.....	Mar. 3, 1853	5,000 00	} Sites selected and the requisite steps taken to obtain the necessary reservations. Plans submitted, and directions will be given for making the necessary preparations for commencing all the works on the opening of navigation in the spring. Will be ordered and placed so soon as the machinery is sufficiently perfected to warrant it. The site to be selected and the work executed under the direction of the Topographical Bureau. An additional appropriation of \$20,000 asked by the chief of the Topographical Bureau. Directions given to the superintendent of lights of the district to sell at public sale the light-house buildings and land belonging thereto, but no report or returns have been made to this office. Lighted on the opening of navigation last spring. Buoys procured and placed. Locality visited, and necessary steps taken for securing title to site by reservation. In negotiation with owners of land for the purchase of necessary site.
	Grand island harbor.....	.....do.....	.....do.....	5,000 00	
	Rock harbor (Isle Royal).....	.....do.....	.....do.....	5,000 00	
	Portage river.....	.....do.....	.....do.....	5,000 00	
	Point Iroquois.....	.....do.....	.....do.....	5,000 00	
	La Pointe.....	.....do.....	.....do.....	5,000 00	
	Thunder Bay island light-house.	Fog-bell.....	.....do.....	2,500 00	
	St. Clair flats.....	Foundations for two light-houses.	.....do.....	10,000 00	
	Otter creek.....	Light-house and sale of site.	Aug. 31, 1852	.....	
	Twin rivers.....	Light-house.....	Sept. 28, 1850	3,500 00	
Illinois.....	Neenah or Fox river.....	Buoys.....	Aug. 31, 1852	500 00	} Work in charge of an officer of topographical engineers—progressing towards completion. Tower constructed and reported ready for illuminating apparatus. Illuminating apparatus received at San Francisco. Built, but removed by the engineer officer charged with the construction of defences at that point.
	Winnebago lake.....	Light-house.....	.....do.....	5,000 00	
	Milwaukie.....	.....do.....	.....do.....	5,000 00	
California.....	Chicago.....	.....do.....	.....do.....	6,300 00	
Oregon.....	Alcatraz island.....	.....do.....	Sept. 20, 1850	15,000 00	
	Battery Point.....	.....do.....	.....do.....	15,000 00	

State.	Locality.	Description of object.	Date of appropriation.	Sum appropriated, or balance.	Action taken.
Oregon—Continued.	Farallones island.....	Light-house .....	Sept. 20, 1850	\$15,000 00	Built and awaiting the arrival of the illuminating apparatus—expected at an early day.
	Monterey .....	do.....	do.....	15,000 00	Built and awaiting the arrival of the illuminating apparatus—expected at an early day.
	Point Conception.....	do.....	do.....	15,000 00	Under contract, but not commenced.
	San Diego.....	do.....	do.....	15,000 00	Do do.
	Humboldt harbor .....	do.....	Mar. 3, 1851	15,000 00	Do do.
	Completion.....	Light-houses.....	Aug. 31, 1852	120,000 00	A part of the illuminating apparatus received—the remainder is reported as being nearly ready for shipment.
California.....	Cape Disappointment.....	Light-house.....	} Sep. 28, '50	} 53,140 00	{ Light-house at Cape Disappointment under contract, but not commenced.
	New Dungeness.....	do.....			{ Balance of the appropriation inadequate for constructing light-house on New Dungeness and Cape Flattery.
	Cape Flattery.....	Light-house and buoys.			{ Buoys procured and placed under direction of the Superintendent of the Coast Survey.
California and Oregon.	Umpqua.....	Light-house.....	Aug. 31, 1852	15,000 00	Selection of site not reported.
	Santa Cruz island.....	do.....	do.....	30,000 00	Do do.
	Humboldt harbor.....	Beacon.....	do.....	5,000 00	Awaiting the construction of the light-house at that point, under contract, to select the proper site for the range to cross the bar.
	San Francisco bay.....	Buoys.....	do.....	1,000 00	In course of construction.
	Commission ledge, (Mare Island straits.)	do.....	Mar. 3, 1853	500 00	Do.
	Middle Ground, (in Suisun bay.)	do.....	do.....	500 00	Do.
	San Francisco bar.....	do.....	do.....	800 00	Do.
	Sacramento river.....	do.....	do.....	2,000 00	Do.
	Humboldt harbor.....	do.....	do.....	500 00	Do.
	Umpqua.....	do.....	do.....	500 00	Do.
	Columbia river.....	do.....	do.....	1 500 00	Do

Point Bonita.....	Light-house.....	do.....	25,000 00	Site selected by direction of Superintendent of Coast Survey. Instructions given to obtain valid title to site; work will be commenced as soon as the title is approved.
San Pedro bay.....	do.....	do.....	10,000 00	Preliminary steps taken for the selection of the site and to secure a valid title.
	<i>Miscellaneous.</i>			
	Life-boats, &c....	Aug. 31, 1852	10,000 00	{ The Superintendent of the Coast Survey has had examinations made during the past season, for the purpose of selecting proper sites for placing life-boats along the coast where they are not already supplied. The few necessary repairs required for their preservation have been made upon those previously constructed, by order of the department.
	do.....	Mar. 3, 1853	10,000 00	
	Testing illuminating apparatus of Wilson & Meachum.	Aug. 31, 1852	1,000 00	The appropriation for this object was placed in the hands of Mr. Wilson, by direction of the Secretary of the Treasury, for the purpose of constructing the apparatus. No report has been received at this office.
Southern coast.....	Restoring sea walls, &c.	Mar. 3, 1853	25,000 00	Considerable progress had been made in these works prior to the breaking out of the epidemic on that coast, which arrested the operations.
	Testing adoption of Jabez Stone's patent buoy.	do.....	250 00	Partial tests made during the summer, and the subject is now in the hands of the engineer officer engaged in works well calculated to test its value.
	Testing plan of Chas. Babbage for distinguishing lights by occultation.	do.....	5,000 00	For making these tests, apparatus provided and necessary machinery in course of preparation.

## APPENDIX TO REPORT OF LIGHT-HOUSE BOARD.

## No. 1.

PORTLAND, ME., November 22, 1853.

SIR: In obedience to the order contained in the circular of the Light-house Board on the subject of new structures, buoys, &c., as aids to navigation in this district, I have the honor to make the following report:

1. *Petit Menan light-house*.—This is the most eastern first class light on the coast of the United States. It is at present one of the worst of all the lights, and the tower is so badly built, and so old, and the lantern is so small, that little can be done to improve it; and all that could be done will not make it a light good enough for the important position of a first class seacoast light.

I therefore recommend that the tower and keeper's dwelling be rebuilt, and that there be a second order Fresnel lens apparatus placed in the new light-house. For this purpose an appropriation of \$15,000 will be necessary.

2. *Baker's island light-house and Franklin island light-house*.—These two are secondary lights. The towers of both are entirely worthless, the lanterns are worn out, and the keepers' dwellings are so old and leaky that they are unhealthy. I recommend that both be rebuilt and fitted up with Fresnel lens lights of the fourth or fifth order. For this purpose, an appropriation of \$10,000 will be required.

I select these two lights, not because they are absolutely the worst on the coast, but because a beginning must be made in rebuilding nearly all of the lights of this class on the coast; and these are important lights, and are as bad as any.

3. *Fog-signal near Monhegan light house*.—Vessels sailing eastward from Portland, in a fog, first make Seguin, where there is now a fog-bell. They next make Monhegan island, but at that point there is no fog-signal. If one were placed there, vessels could, after making this point, shape their courses for Whitehead, entrance of Penobscot bay, and after making that point (where there is a bell,) would be in the bay and comparatively safe. I think it of great importance that there should be a bell at Monhegan.

The light-house is so far from the point where the bell should be situated, that the light-keeper could not attend to it, and it will be advisable, therefore, to have a house built on which the bell might be placed; and a man should be appointed whose sole duty should be to take charge of the bell. The proper site for the bell is on a small island which lies off Monhegan, called Manana. For the house and bell, and for purchasing the land, the sum of \$3,500 will be necessary.

I have obtained evidence as to the necessity for the erection of this bell, and it is appended to this report.

4. *Harbor light on breakwater, Portland harbor, Me.*—The break-water in this harbor is very much in the way of vessels entering the harbor, and a small light is needed on the end of it. If the board judge it necessary that a house should be built for the keeper on shore, an appropriation of \$3,500 will be necessary; but if a house be not required, \$1,000 will suffice. It might, perhaps, be well to have the house as a



store for supplies, &c., for the light. (See letters accompanying this report, for evidence of the necessity of this light.)

5. *Buoys, beacons, &c.*—There is an appropriation of \$500 “for the beacon on Buck’s ledge, Penobscot river.” On account of ice in the spring freshets, and large rafts of logs that are floated down this river, nothing but a structure of the firmest kind should be erected at this point. One of cut-stone, of the size of the old one, will cost \$2,500. I have examined two other stone beacons in this river—one on Odom’s ledge, and the other on a ledge, the name of which I do not know. Both have been moved several feet by the ice, and should be taken down and rebuilt. For this purpose \$1,000 will be required.

There are two stone monuments in this district which require repairs. One is in Casco bay, on Mark island, and the other is on an island at the mouth of Saco river; both are useful beacons, and should be repointed and overhauled thoroughly. For this purpose \$1,500 will be required.

For buoys, beacons, &c., on various important points on the coast of Maine, I recommend that \$2,000 be appropriated. The sum of \$3,000 appropriated by the last Congress, was required, not only for buoys at new points, but for replacing a great many which had been carried away during the preceding winter.

#### RECAPITULATION.

1. For rebuilding light-house and keeper’s dwelling on Petit Menan island, Maine	\$45,000
2. For rebuilding Baker’s island and Franklin island light-houses, and keepers’ dwellings	10,000
3. For fog-signal near Monhegan light-house	3,500
4. Harbor light on end of breakwater at Portland harbor, Maine	3,500
5. Buoys, beacons, &c., and repairs	7,000
	<hr/>
	69,000
	<hr/>

Very respectfully, your obedient servant,

W. B. FRANKLIN,

*Light-house Inspector, First District.*

Capt. E. L. F. HARDCASTLE,

*Secretary to Light house Board,*

*Washington, D. C.*

BANGOR, September 12, 1853.

We, the undersigned, masters and pilots of the steamer Daniel Webster, steamer Penobscot, and steamer Boston, running between Bangor, Portland and Boston, and intermediate ports, would most respectfully represent that two very important points on this coast are neglected, and we would call your especial attention to them, to wit: the island of Monhegan and Portland harbor; that a fog-bell on the Manana island, a little island adjacent to Monhegan, and a bug-light on the end of the breakwater in Portland harbor, are two material points that are now very much needed by steamers and vessels on the coast of Maine; and we would

call your especial attention to them, and respectfully solicit your aid in procuring this protection to navigation.

There are no two points on our coast, where the aid of government is so much needed as these two named, and we respectfully request that you will urge the attention of the Light house Board to these particular points.

Respectfully yours,

JOSEPH FARWELL,	<i>Master of str. Daniel Webster.</i>
RICHARD DONOVAN,	<i>1st Pilot " " "</i>
ARCHIBALD G. SPEAR,	<i>2d Pilot " " "</i>
THOMAS B. SANFORD,	<i>Master of steamer Boston.</i>
WM. BLAKE,	<i>1st Pilot " " "</i>
WM. A. BEAN,	<i>2d Pilot " " "</i>
WM. FLOWERS,	<i>Master of steamer Penobscot.</i>
S. G. FLOWERS,	<i>1st Pilot " " "</i>
DAVID H. STAPLES,	<i>2d Pilot. " " "</i>

Lieut. W. B. FRANKLIN,  
*Light-house Inspector, Portland, Maine.*

—  
PORTLAND, September 14, 1853.

DEAR SIR: The undersigned, managers of the Board of Trade of this city, would respectfully call your attention to the necessity of a light on the end of the breakwater in our harbor.

The main entrance to our lower harbor (so termed) is one of the best on the whole Atlantic coast; but after entering the lower harbor, the breakwater upon one side of the main channel, and Hog Island ledge on the other, make it dangerous in the night to come into the inner harbor abreast our principal wharves; but with a single light on the end of the breakwater, vessels could come to anchor in the inner harbor at any time.

A small movable light might be placed on the breakwater, and under the care of some person on shore, so that the expense might be light compared with the benefits it would afford to our commerce.

As Portland has been selected as the winter station for the line of steamers established by the Canadian government, and now during the summer running to the St. Lawrence, we think this, in addition to the wants of our own increasing navigation, is alone a sufficient reason for the establishment of this light.

We would therefore respectfully request you to call the attention of the Light-house Board to the necessity of the above named light, if, after examination, you concur with us in the necessity of the same.

With sentiments of respect, we are your obedient servants,

GEO. W. WOODMAN.  
J. B. BROWN.  
H. J. LIBBY.  
T. C. HEISEY.  
JEDH. JEWETT.  
C. M. DAVIS.  
J. C. BROOKS.  
JONAS H. PERLEY.  
A. K. SHUTTLIFF.  
RUFUS E. WOOD.

Lieut. Wm. B. FRANKLIN, *Light-house Inspector.*

STEAMER DANIEL WEBSTER,  
*September 12, 1853.*

MY DEAR SIR: Your esteemed favor of September 7 is before me, and with pleasure I take this opportunity to reply.

One of the most important aids to navigation on the coast of Maine is a fog-bell on Manana.

The island of Monhegan is the island that all of our vessels on this coast take their departure from on leaving the coast, and is the most desirable headland to make on coming in from sea; and it is the only land that steamboats wish to make between Portland light and Whitehead light, and it is indispensably necessary to make Monhegan before you change your course either from Portland or Whitehead. The Manana is a small island, taken, as you may say, out of Monhegan island on the westerly side, and makes the harbor of Monhegan.

The only way to make it is to run and feel your way along the coast, stopping and going ahead until you find it. A sailing-vessel is obliged to run until she judges herself up, and then lay to until the fog clears up. Often a vessel or steamboat may be within a cable's length of this island in the fog, and not know whether they are very near or not, or whether they are inside or outside of the island. A bell, well arranged on Manana, would announce to a vessel the position of the island, and from that they could take their departure for Portland if going west, and for Whitehead if going east.

I think there is no point on our coast that needs so much the protection and particular attention of government, (as a good fog-bell well arranged,) as on the Manana.

I would also respectfully call your attention to Portland harbor. The breakwater runs out into the harbor, so that the channel is very narrow between it and Hog Island ledge and another island on the easterly side of the channel—so much so, that it is very dangerous running into this harbor in the night; and Portland being a good harbor, is a great resort to vessels on the coast in a storm. It is highly necessary that a light should be placed on the end of the breakwater—to be made a colored light, red, or to have some way to distinguish it from other lights of vessels at anchor, or from lights of houses on the point, in order that it may be known.

These two things are, in my opinion, of more importance than anything for the protection of life and property that can be done by government on the coast of Maine.

Hoping that you will lend your aid to forward as soon as practicable these suggestions, I subscribe myself

Your obedient and humble servant,

JOSEPH FARWELL,  
*Master of Steamer Daniel Webster*

Lieut. W. B. FRANKLIN,  
*Light-house Inspector, Portland, Maine.*

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PORTLAND, *September 14, 1853.*

DEAR SIR: Yours of the 7th came duly to hand; and feeling deeply interested in the subject of which you inquire, viz: "aids to naviga-

tion along the coast which our steamers navigate," I have conversed freely with our captains and pilots, and they are united in the opinion that a suitable bell placed upon Thatcher's island (Cape Ann,) to be rung during fogs, would be of immense benefit to the whole eastern coasting interest, as that point is the key to Boston harbor.

Further, they report that the light upon Boon island is very feeble, and altogether inefficient for one of so much importance, it being a guide among some of the most dangerous reefs on the whole coast.

And I will again take the liberty of calling your attention to the bell placed upon Cape Elizabeth, it being entirely too small for one occupying so important a position; and the manner in which it is rung does not at all answer the purpose intended. One of that size placed upon Portland Head, near the old light, would be an excellent guide for entering this harbor in thick weather; and if placed there, would be the means of saving much life and property.

A harbor light placed upon the breakwater would be of vast importance, as many serious accidents occur for want of some such guide in this harbor; and the great increase of trade to this port makes improvements of this kind of far more importance now than at any former period.

All of which is respectfully submitted.

J. B. COYLE,

*Agent Portland Steam Packet Company.*

Lieut. W. B. FRANKLIN,

*Light house Inspector.*

## No. 2.

*Extract from a report of W. B. Franklin.*

PORTLAND, ME., October 27, 1853.

SIR: I yesterday received notice from the keeper of the light-house at White Head, Maine, that the Jones's fog-bell at that light-house stops after five or six strokes. The keeper considers the labor of ringing a bell by hand as less than that of winding up the new bell.

Very respectfully, your obedient servant,

W. B. FRANKLIN,

*Light-house Inspector.*

Lieut. T. A. JENKINS, U. S. N.,

*Secretary Light house Board, Washington, D. C.*

## No. 3.

CUSTOM-HOUSE, KENNEBUNK, October 19, 1853.

SIR: In reply to your circular of September 1, 1853, I have to state that there are two objects embraced within this district, the success of which the public have felt and still feel a deep interest, to wit: the establishment of a light house at the mouth of our harbor, on the end of the pier, and of a breakwater in Cape Porpoise harbor. Congress

have been memorialized upon these objects, and papers are on file at Washington, setting forth their great importance. Our delegation will bring the matter up for consideration at an early day.

A more formal statement will be made to you of their utility.

Very respectfully,

ENOCH COUSENS, *Collector.*

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No. 4.

COLLECTOR'S OFFICE,  
*District of York, October 24, 1853.*

GENTLEMEN: In compliance with your circular of September 1st, I have the honor to reply, that I have made careful inquiry what further aid is required to navigation on the coast, which may be considered of present necessity, in addition to those already existing or authorized by law to be established in my district, and find that it is the general opinion of mariners, and others engaged in navigation, that a light-house at the entrance of York harbor would afford great facility to the numerous coasting and fishing vessels which navigate the coast. As the harbor is adjacent to good fishing-grounds, it is always the resort of a large fleet of vessels during the fishing season, when the weather is more or less unsettled and boisterous. It is also frequented by large coasting vessels bound east, when headed by contrary winds in the bay east of this.

Our harbor, as you may be already aware, presents one peculiar advantage, which no other harbor for many miles east or west does; and that is, a northeast wind, which brings the most violent storms we experience on the coast, is fair to enter and anchor in perfect safety. It is said, by mariners, that it is as safe a harbor for vessels to lie, in violent storms, as any on the coast. Therefore, in my judgment, it seems very probable, and also very certain, that a light here might very much aid vessels in making this harbor in northeasterly storms, which must otherwise go ashore on Rye beach, and other dangerous places on our rock-bound coast, which, I regret to say, has been too often the case for several years past, and where many valuable lives have been sacrificed and lost.

I would further add and suggest, that from the information I can obtain, by the most reliable evidence, and from my own experience and observation, (having been employed as inspector of the revenue and boarding officer at this port, under the administrations of Mr. Van Buren and Mr. Polk,) I have had occasion, from time to time, to converse with mariners upon the subject, who live both east and west, and have always found but one opinion, thereby satisfying myself that a light here would be of very great benefit to the aid of navigation; in fact I know of no place on the coast of Maine where a light is more needed.

But as the matter is now before you for your consideration, it is to be hoped it may be so presented to Congress, by you and the other members of the Light-house Board, with such estimates for an appropriation for that purpose as will secure the desired object.

According to my judgment, and the most reliable information I can obtain, five thousand dollars would be a sufficient sum to erect a good

and substantial light-house at this harbor, with all the necessary apparatus, including lamps, reflectors, &c., &c.

I am, gentlemen, very respectfully, your obedient servant,  
**LUTHER JENKINS,**  
*Collector, York, Maine*

Lieut. T. A. JENKINS,  
 Brevet Capt. E. L. F. **HARDCASTLE,**  
*Secretaries of Light-house Board, Washington, D. C.*

No. 5.

COLLECTOR'S OFFICE,  
*District of Passamaquoddy, November 1, 1853.*

SIR: Upon the receipt of your circular, (under date of the first of September,) I addressed communications to several gentlemen of character, intelligence, and experience, with a view to obtain the information you desired. I herewith transmit their answers, so far as they have been received.

The opinions contained in these answers are, in my judgment, entitled to great consideration. They come from reliable sources, and from men who understand, practically, the necessity for the "aids to navigation" which they suggest. I fully concur in their recommendations.

I have the honor to be, gentlemen, with high respect, your obedient servant,

**BION BRADBURY,** *Collector.*

Lieut. **THORNTON A. JENKINS,**  
 Capt. E. L. F. **HARDCASTLE,**  
*Secretaries of the Light-house Board.*

STEAMER ADMIRAL, *September 27, 1853.*

SIR: As regards the necessity of more light-houses, fog bells, beacons, or buoys on the eastern coast, mentioned in your late communication to me, I can only say I think there should be a fog-bell on the island of Martinicus, and also on Mount Desert Rock, and a buoy on the southern point of Petit Menan ledge.

When bound from Portland, or other western ports, east, in thick weather, if a bell could be heard on Martinicus, (where the course is altered more than two points of the compass,) a vessel could be run up the bay with much more confidence and safety.

So also Mount Desert Rock, situated almost directly in the track from Boston into the Bay of Fundy: if a bell were ringing in thick weather, instead of trying to avoid the rock, navigators would calculate to go within hearing distance, get a new [course] and proceed up the bay with much more safety.

Petit Menan ledges are four miles from land—always dangerous for large vessels, and in rough weather for any class.

Very respectfully, your obedient servant,

ALBERT WOOD,  
*Of Steamer Admiral*

BION BRADBURY, Esq.,  
*Collection District of Passamaquoddy.*

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CALAIS, *September 23, 1853.*

DEAR SIR: In reply to yours of the 9th, requesting me to report if any light house, buoy, beacon, or monument are required on the St. Croix river, I beg leave to state that a monument or beacon on the "ledge," so called, four miles below Calais, and also two or three buoys just above the ledge, are much needed. At this place the river curves and the channel is quite narrow, which, in the spring and fall freshets with our great rise of tide, renders the navigation extremely difficult and dangerous, except to those well acquainted.

The "Big island," ten miles below Calais, is another point difficult to pass in the night; in fact, it is never attempted by heavy vessels, being directly in the centre of the river, with numerous ledges and small islands on the American side of it. A light house upon this island is very necessary, as the many vessels wrecked upon it abundantly prove. Not a single beacon or buoy of any description has ever been placed upon the river by the American government.

Sixty vessels, ranging from 500 to 1,300 tons, have been loaded at the ledge this season, and, but for the great draught, the number would have been nearly double. Over 1,500 vessels, exclusive of steamboats, are reported by the deputy collector at Calais alone as having arrived and sailed from that port the last year.

The rapidly-increasing trade of Calais would seem to entitle it to the consideration of the government; and during the five years I have been upon a steamboat, I have seldom passed either of the places before named that the importance of having a light house upon the one and a beacon or buoy upon the other did not occur to me.

Very respectfully, your obedient servant,

THEO. CARY,  
*Master of Steamer Pequasset, Eastport.*

BION BRADBURY, Esq.,  
*Collector of the District of Passamaquoddy, Eastport.*

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STEAMER EASTON CITY,  
*September 30, 1853.*

SIR: Feeling honored by the privilege which you have given us of pointing out any improvements which may be made in regard to light-houses, &c., on our coast, we take the earliest opportunity of replying,

and would suggest, that for the safety and convenience of mariners a fog-bell should be erected on Mount Desert rock.

Very respectfully, your obedient servants,

E. B. WINCHESTER,  
JOSEPH ATKINS,  
SIMON H. PIKE.

BION BRADBURY, Esq.,  
*Collector of Customs, Eastport.*

No. 6.

COAST SURVEY STATION NEAR PHILLIPS, MAINE,  
November 11, 1853.

DEAR SIR: In the report of his survey of Portland harbor, Maine, Lieut. Commanding Woodhull makes a recommendation for a light on the breakwater, and a can-buoy on the shoal to the northward of it, in that harbor. I communicate an extract therefrom upon this subject for the information and consideration of the board.

Yours, respectfully,

A. D. BACHE, *Superintendent.*

Lieut. T. A. JENKINS, U. S. Navy,  
*Secretary of Light house Board.*

"I would recommend that a small sixth order harbor light be erected on the extremity of the breakwater; also that a can-buoy be placed on the shoal to the northward of the breakwater—the one now down is too small to serve as a proper mark. I deem the light above mentioned very important. It is absolutely necessary to make a safe entrance into the harbor, and to guard against striking the breakwater itself, which is nearly under water at high tide, and is therefore on dark nights difficult to be seen so as to be avoided."

No. 7.

*Extract from the report of Major C. A. Ogden, United States Corps of Engineers, dated November 9, 1853.*

Towards the erection of a light-house on the rocks called  
the "Sow and Pigs" \$30,000

The hydrographical survey of these rocks has not yet been received, but plans for the light-house will be matured and submitted during the next winter. This work will require a large outlay at the commencement, and when commenced should be carried above the effects of storms in the shortest possible time. The present appropriation may possibly be sufficient to commence operations at this difficult location; yet I feel d upon (also having in view the amount of the appropriation of 1854) to ask for an additional appropriation of \$30,000.



Spindles on the N. E. ledge of the Groves and Harding's ledge	\$2,000
An additional appropriation was made for the same purpose	
August 31, 1852.	6,000
	<hr/> 8,000 <hr/>

I have not been able to get on the Groves rock to examine its structure; but, judging from the formation in the immediate vicinity, I am led to the conclusion that it would not sustain the proposed spindle, nor does there appear to be base enough to build a mere permanent beacon. Harding's ledge is still lower than the Groves, and may have sufficient stability to hold a spindle; yet, so long as there is a doubt, I think it would be much better to expend the appropriation in placing a bell buoy, with a bell of about three hundred pounds, at the Groves, and a triangle buoy at Harding's, and a fog-whistle at the Boston light.

• The fog-bell at Boston light, from its position, the confinement, or in proper deflection of the sound, or some other cause, is heard in storms but a few hundred yards in the direction of the channel of entrance; and it is believed that, independent of other aids, a fog-whistle would better answer the purposes of navigation.

\* \* \* \* \*

#### SPINDLE ON THE LANDOVER.

On the 21st July, 1852, a contract was made by P. Greely, collector of customs, with Luther Briggs, jr., for the erection of this spindle. The contract specifies no time for its completion, nor does it indicate any means of coercion; on the contrary, it specifies that when the iron spindle and superstructure shall be delivered at some point near the rock and remain forty days without an opportunity of erecting it, the contractor shall receive \$2,500, and the balance, \$2,000, when the work is completed. The spindle has been delivered at Rockport, and the contractor paid for it. Mr. Briggs informed me, in the last of July or first of August, that he was willing and anxious to complete his contract, and that he had an agent at Rockport waiting an opportunity for putting up the spindle. I saw the spindle at Rockport in September, but no preparation made for its erection. I am convinced, that unless some means of coercion can be found, the spindle will never be put up under the present contract, and I see no way of annulling it.

Respectfully submitted,

C. A. OGDEN,  
*Major Corps of Engineers.*

No. 7a.

COLLECTOR'S OFFICE,  
*Edgartown, October 6, 1853.*

SIR: In reply to your circular letter of the 1st ult., I have to say that I know of no new aids to navigation required in this district.

The tower and keeper's dwelling at Gayhead are very old, the latter extremely inconvenient. The tower is too low, and the light is by no means so powerful as is required at so important a point.

In my opinion, a first class lens light should be erected there as soon as is practicable.

Very respectfully, your obedient servant,  
JOSEPH T. PEASE,  
*Superintendent.*

Lieut. T. A. JENKINS,  
*Secretary of Light-house Board.*

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No. 8.

Boston, November 9, 1853.

SIR: In compliance with the circular of the Light-house board of the 1st September, I would suggest that an appropriation of \$30,000 be asked for towards the erection of a first-class lens light-house at Gayhead, (Martha's vineyard,) and for the erection of a new tower for a second-class lens light at Brant point, Nantucket, \$15,000.

The board is fully aware of the necessity of the immediate erection of the proposed light at Gayhead. The frame of the light-tower at Brant point is so completely rotted as to require reconstruction with the least possible delay; and believing it to be the wise policy of the board to make all its future constructions permanent, I have asked the above amount for the tower. The dwelling-house is much decayed, but has a nearly new roof and weather-boarding on it, and may last for some years yet.

The beach south of Long Point light, Provincetown harbor, has worn away considerably on the east side, and made some on the west, since the survey of Major Graham; but as the progress of the change appears to be slow, I would rather watch it another year than recommend an appropriation for its preservation at present.

Billingsgate island, Wellsfleet bay, requires protection. There has been expenditures made for this object sometime heretofore; but, from the present appearance of the work, I cannot trace the design of the particular object sought to be obtained beyond that of the immediate protection of the house. The work, however, appears to have been left in an unfinished state, and wherever large rocks have been left, there has been an accumulation of sand and a partial increase of the shore. I therefore propose, during the next year, to properly arrange the loose stone that are now there, and procure enough more to make the island secure; for which I ask for an appropriation of \$2,000.

I consider the protection of this island and light of the first importance, as it is the only harbor of refuge from a southeast gale in Cape Cod bay for vessels that have been unable to make Provincetown harbor.

## Recapitulation of appropriations asked for new works:

Light-tower at Gayhead	-	-	-	-	\$30,000
Light tower at Brant point	-	-	-	-	15,000
Preservation of Billingsgate island	-	-	-	-	2,000
					<hr/>
					47,000
					<hr/>

Respectfully submitted,

C. A. OGDEN,  
*Major Topographical Engineers.*Capt. E. L. F. HARDCASTLE,  
*Secretary Light-house Board, Washington.*

No. 9.

COLLECTOR'S OFFICE,  
*District of Nantucket, October 22, 1853.*

SIR: I would say that no new additions are required at present, but I would respectfully recommend some improvements in those existing, viz: a new light-house and dwelling at Brant point, (harbor light,) and an additional dwelling-house at Sankaty head for the assistant keeper and his family. The whole establishment at Brant point is very much out of repair, and from the age, material, and construction of the building, I should not consider it good economy to repair it; the interests of the government, and all concerned, seen to demand a more permanent and commodious structure. The assistant keeper at Sankaty head is at present subjected to a daily travel of about seven miles, in consequence of the incapacity of the present dwelling at that station to accommodate more than the principal keeper and his family; this, in the winter season, is not only an arduous task to perform, but is attended with great inconvenience to the keeper, as the daily absence of the assistant from the station is necessarily considerable.

I am, very respectfully, your obedient servant,  
EBEN W. ALLEN,  
*Collector and Superintendent.*

THORNTON A. JENKINS, Esq.,  
*Secretary of Light-house Board, Washington.*

No. 10.

*Extracts from a letter from Captain R. B. Forbes, of Boston.*

I therefore only make two or three suggestions for your consideration, fearing they may come too late, and supposing also that they are not new:

1st. Highland light is shut in by the bluff to the south of it, and ought to be placed a mile or two from its present position, as all know who make it coming from the south-southeast and south.

2d. Light-boats on our northeastern coast, particularly in Vineyard sound, Pollock rip, and Tuckanuck, should have larger bells, and should, during thick fogs, fire guns at stated intervals.

3d. Shoal spots off Nantucket, and particularly the new discoveries, ought to have buoys or buoy boats on them.

4th. There should be a number of large boiler-plate buoys, securely moored, say half a mile to one mile apart from the channel, off Boston light, seaward, so that vessels coming in during foggy weather may find their way into harbor; the outer buoy to be at least ten miles from Boston light.

5th. All buoys in our harbor channels should be of boiler plate, and large enough to be seen at night in any proper sailing weather; the "broomsticks" now used are scarcely perceptible in the clearest night until you run against them.

6th. The buoy on Pollock rip, starboard-hand going southwest, does not "watch" in strong tides; and all the buoys in the same vicinity, except the buoy boats off Nantucket, are altogether too small and indistinct, rendering the navigation dangerous where it ought to be quite easy and safe.

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No. 11.

OFFICE OF INSPECTOR OF LIGHTS, &c.,  
New York, November 19, 1853.

GENTLEMEN: The following aids to navigation in this district are very much required, in addition to those already reported on, and I think will be largely petitioned for, viz:

Fog-bell at Little Gull island, New York, weighing from 1,500 to 2,000 pounds.

Fog-bell at Stoney point, New York, weighing from 1,000 to 1,500 pounds.

Fog-bell at Lynde point, Connecticut, weighing about 1,000 pounds; all to be run by machinery.

Very respectfully, your obedient servant,

A. LUDLOW CASE,

*Inspector of Lights, &c., &c., Third District.*

Lieutenant T. A. JENKINS, U. S. N.,

Captain E. L. F. HARDCASTLE, U. S. T. Eng.,

*Secretaries Light-house Board, Washington, D. C.*

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No. 12.

OFFICE OF INSPECTOR OF LIGHTS,  
New York, October 21, 1853.

SIR: I have just returned from an examination of Lloyd's harbor, Huntington bay, L. I. It has always been, and is still, a great harbor of refuge for vessels navigating Long Island sound in stormy or easterly

weather. A light, say of the fourth order Fresnel, would be of the greatest service in making it, and in my opinion is very much needed. If one is erected, I think it should be placed on the end of the sand point, north side of the harbor. By referring to the coast survey chart of Huntington bay, you will see that the water is bold to it. The point is formed by the wash of the sea; is of coarse sand and gravel, and at times entirely covered by water.

The letter from Captain Paulding, U. S. N., to the honorable Secretary of the Treasury, and enclosed to me by the Light-house board, is herewith returned.

Very respectfully, your obedient servant,

A. LUDLOW CASE,  
*Inspector of Lights, &c., Third District.*

Lieut. T. A. JENKINS, U. S. N.,  
*Secretary to Light-house Board, Washington, D. C.*

NAVY YARD AT WASHINGTON,  
*August 9, 1853.*

SIR: I have the honor briefly to address you on a subject of importance to the interests of commerce as well as to the cause of humanity.

Lloyd's harbor, on the Long Island sound, is the only refuge in stormy weather, for many miles, for the numerous coasting and other vessels that navigate the sound at all seasons. The light on Easton's neck guides them to the bay of Huntington; but the approach to Lloyd's harbor, where alone they can find a safe anchorage, is dangerous and extremely difficult, from the existence of a low sand-spit on one and a rocky shoal on the other side of the channel. It is suggested that a beacon, or some other conspicuous landmark, should be erected in such locality as may be adjudged best.

Having been repeatedly requested by the watermen who navigate the sound to give my aid in bringing this subject to the notice of the government, I have considered that I could in no way more properly do so than by addressing myself to your excellency. That a more perfect knowledge may be communicated to the department, and upon which an appropriation may be asked of Congress, I would most respectfully propose that a commission of two or three officers be appointed to examine the location, and report to the department over which you preside.

I would take leave further to remark, that in the intervals of service for the last fifteen years my residence has been in the vicinity of Lloyd's harbor; and my professional calling has often led me to consider the importance of a beacon or some other guide by which the harbor could be approached in stormy weather.

I have the honor to be, with the highest respect, your most obedient servant,

H. PAULDING,  
*Captain U. S. Navy.*

HON. JAMES GUTHRIE,  
*Secretary of the Treasury, Washington.*

OFFICE OF INSPECTOR OF LIGHTS,  
New York, November 15, 1853.

SIR: Enclosed herewith you will find statements of the condition of the illuminating apparatus and lanterns of the light-houses and vessels of this district. I have notes of the condition and state of the towers and dwellings also; but as Major W. D. Fraser, United States engineers, accompanied me in my visits, and will give a full detailed report of the repairs required, the necessity for tearing down, rebuilding, &c., &c., I have said but little about them.

The illuminating apparatus in the small stations on the Hudson river and Newark bay are old ones from coast stations, well worn out before they were removed to make place for larger reflectors and better lamps. I have generally recommended a small lens for them; one of the fifth order would be larger than necessary, and one of the "steamer lens" too small. Something between them both, say with a perpendicular face of 12 to 18 inches, would be ample. The difference in the consumption of oil would soon pay the expense of alteration. Lenses of that size would also answer very well for the smaller stations which require new apparatus in Narragansett bay; the lights along Long Island sound requiring new apparatus would want a larger size, say from third to fifth order, according to their importance and the distance necessary to be seen.

In almost every instance where the lighting apparatus requires renovation the lantern frames should be reduced, and large-sized plates of glass substituted for the small ones now in use, to prevent as little obstruction to the light as possible.

With the exception of the Highlands, and one or two other towers, the whole are without closets or shelves for stores, or tables for cleaning. I would respectfully repeat my former suggestion, that as we now know the size of the faces of the octagons, they be made during the winter, and furnished in the spring by the vessel which delivers the supplies, or carries the men to make the repairs, &c.

Very respectfully, your obedient servant,

A. LUDLOW CASE,  
*Inspector, &c., Third District.*

Lieut. T. A. JENKINS, U. S. N.,  
*Secretary Light house Board, Washington, D. C.*

*Extracts from the report of Major Wm. D. Fraser, Corps of Engineers.*

On making inquiries of pilots and others interested in the navigation of Lake Champlain, in relation to such additional lights as might be required, I was informed that two bug lights were wanted on the Burlington river—one at the north end, and the other at the south; that the steamboat company had, at their own expense, kept up a light at Windmill point, and at the north end of the Isle au Motte, and that at the former place a

light-house was necessary, at the latter a small light only. These lights, with the one to be erected at Point au Roche, would be all that the middle and north part of Lake Champlain required.

At the southern end I had an opportunity of observing for myself, and am satisfied that at Crown point a light-house should be built, and that the charge of the nine small lights kept up 10 or 12 miles off Whitehall by the steamboat association, should be assumed by the general government. It is true they are most useful to those who have heretofore borne all the expense, but as they are of great advantage to the public generally, they ought no longer to be a burden to private individuals. At present they are merely placed on poles or upon the bushes.

Estimate—

Bug-lights on Burlington pier	-	-	-	\$1,000 00
Light house at Windmill point	-	-	-	8,000 00
Bug-lights on the Isle au Motte	-	-	-	500 00
Light-house at Crown point	-	-	-	8,000 00
Nine bug-lights near Whitehall	-	-	-	4,500 00

\* \* \* \* \*

I omitted to mention in its proper order the condition of the East river from Throg's neck to New York in respect to lights.

It is well known to be the most intricate and dangerous part of the whole route from the east, and has not a single guide of this kind for those who may wish to pass through at night. Without having examined the river with reference to this matter, it appears to me that a small light on Mill rock, at Hellgate, would be found highly useful; others perhaps are necessary, but this I regard as most important.

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No. 15.

*Extract from a communication from Benjamin Brayton, esq.,<sup>1</sup>  
manding the steamer Empire State, dated November 4, 1853.*

\* \* \* \* \*

Bristol ferry, which is a narrow strait, is the point of connexion between Narragansett bay proper and its eastern branch, known as Mount Hope bay, and Taunton river. By reference to the chart (see chart of Narragansett bay, which was published by the Navy Department, showing result of the survey of 1832) you will perceive that the passage between what is there designated as Bristol neck and the island of Rhode Island is very contracted, and that here the course of a vessel, entering or departing, changes; and you will readily appreciate that in the absence of a light on the point of Bristol neck, (which is the proper locality for the light asked for,) the passage through this strait in bad nights must always be attended with great difficulty, and often with danger. This is so truly the case, that for the last seven years, since the first establishing this line of steamers, our company has maintained a light on that point at its own private cost, benefiting alike their own boats (two of which pass every night) and the numerous sailing-craft constantly plying

these waters, and which, but for our light, would never, except under very favorable circumstances, attempt to pass through Bristol ferry in the night. Our light is not always as reliable as would be a light subject to government control, which must lead all to desire to see a light-house established there; and inasmuch as the general commerce of Mount Hope bay and Taunton river is heavy, this forms a just reason why the light there should be maintained at government expense rather than at private cost. The light should be a fixed light, similar to the light in its vicinity on Sandy point, (Prudence island.)

I am, gentlemen, very respectfully, yours,

BENJAMIN BRAYTON,

*Master Steamer Empire State.*

To Messrs. T. A. JENKINS, *U. S. Navy*, and

E. L. F. HARDCASTLE, *U. S. Top. Engineers*,

*Washington, D. C.*

#### No. 16.

*Extract from letter from Walter R. Jones, esq., President Atlantic Mutual Insurance Company and of Board of Underwriters, dated New York, November 29, 1853.*

\* \* \* \* \*

I am also told that a light-house is needed at Niantic, on Long Island sound, about ten miles west of the entrance into New London; that the harbor has good deep water, and makes a safe anchorage for vessels in need of shelter.

\* \* \* \* \*

#### No. 17.

CUSTOM HOUSE, NEW LONDON,

*Office of Superintendent Lights, October 7, 1853.*

SIR: Since the receipt of the circular of the Light-house board of September 1st, I have made inquiry of those most likely to be well informed on the subject, as to the necessity of additional guides to navigation in this district. The general, I may say the universal, opinion is, that a beacon, instead of a buoy, on Black ledge, a reef of rocks at the entrance of this harbor, would be a great additional protection to vessels navigating Long Island and Fisher's Island sounds; more especially those passing through Fisher's Island sound and entering and leaving this port.

A light-house on Race point, west end of Fisher's island, would be an additional protection to commerce. With the exception of Black ledge, this reef is considered the most dangerous in the district. Hardly a month passes that a vessel is not run on Black ledge, always receiving more or less damage. These are the only points that I have heard mentioned as requiring additional aids at this time.

I transmit with this two letters on the subject—one from Captain Mather, the other from Captain Smith. Both of these gentlemen have had much experience in navigating the sound. Captain Mather com-



manded the revenue cutter stationed in this district for many years. He is a man of intelligence and judgment; his opinion is entitled to consideration, as is also that of Captain Smith. The opinions of these gentlemen are corroborated by all who I have conversed with who have any knowledge on the subject.

Should the board deem it necessary, I will have estimates made of the cost of a beacon on Black ledge.

Respectfully, your obedient servant,

H. HOBURT,  
*Superintendent of Lights.*

TO THORNTON A. JENKINS, Esq.,  
*Secretary of the Light-house Board, Washington.*

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NEW LONDON, September 26, 1853.

DEAR SIR: I think there ought to be a beacon on Black ledge, at the entrance of New London harbor, for there have been very many vessels lost on the ledge; there are not more than two feet water on the ledge, and there would not be any difficulty in making a beacon stand there; and there ought to be a light-house on Race point, the west end of Fisher's island.

Yours, truly,

LEONARD SMITH,  
*Master Steamer Chicopee, of New London.*

Mr. HOBURT,  
*Collector at New London.*

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NEW LONDON, October 1, 1853.

SIR: You ask my opinion as to the importance of a beacon on Black ledge, off the east entrance to New London harbor.

Black ledge is a very dangerous reef, extending about two hundred yards in a N. E. by E. and S. W. by W. direction. There is a channel between the N. E. end of this ledge and Pine island, of about two hundred and twenty yards wide, with three fathoms water in it; and about two hundred yards W.  $\frac{1}{2}$  N. from the S. W. end of this ledge lies S. W. ledge, with a channel between them of five fathoms water.

There is a buoy on each end of Black ledge, and one on S. W. ledge. These buoys being so near each other often deceive the navigator; therefore I think it would be very important to substitute a beacon in place of the buoy on the N. E. end of Black ledge. There has been a number of vessels wrecked on this ledge, and many of them have been a total loss of vessel and cargo; and in some instances lives were lost. I have no doubt that many of the above losses would not have occurred had there been a beacon as above.

All vessels coming into New London from the east through Fisher's Island sound, &c., pass near this ledge, and often pass between the ledge

and Pine island, where the beacon would be of very great importance, particularly in thick, blowing weather.

Yours, very respectfully,

ANDREW MATHER.

HENRY HOBURT, Esq.,

*Sup't buoys, beacons, &c., New London.*

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STEAMBOAT BAY STATE,

*New York, November 22, 1853.*

GENTLEMEN: I would suggest that a fixed light upon Horton's point would be of great value to those who navigate Long Island sound, sup-  
plying, as it would, the existing deficiency of lights upon the Long  
Island shore between Old field Point light and Plum Island light.

It is also of all essential importance that a light-house be constructed  
at Bristol ferry, in Narragansett bay. There is probably no locality in  
the country, certainly none within my knowledge, where a light-house  
is so much needed. All that was set forth in a petition to which I  
affixed my name, and which I learn was forwarded to you, is strictly  
and literally true. Indeed, the petition but inadequately sets forth the  
importance of this object.

Those of us who have to pass through this strait on dark and stormy  
nights, or else are brought to a stand in the attempt to grope our way  
through, realize that, as it now is, we are subjected frequently to a re-  
sponsibility more weighty than ought to be placed on any one.

The difficulty is partly obviated by a light which is now maintained  
there by our company; but this of course is of less power, and less to be  
relied upon, than a government light.

I am, gentlemen, yours, very truly,

WILLIAM BROWN,

*Master Steamer Bay State.*

To Messrs. THORNTON A. JENKINS, U. S. Navy, and

E. L. F. HARDCASTLE, U. S. Top. Eng's,

*Secretaries of Light-house Board, Washington, D. C.*

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No. 18.

CUSTOM-HOUSE, NEW LONDON,

*Office of Supt. of Lights, November 14, 1853.*

SIR: I herewith transmit petitions for a beacon on Black ledge. The  
petition might be more numerously signed were it deemed necessary,  
for all who are interested in navigation between our eastern ports and  
New York are in favor of a beacon. I will, in the course of a few days,  
forward to the board estimates of the probable cost of a beacon of suitable  
dimensions and construction.

Respectfully, your obedient servant,

H. HOBURT,

*Superintendent of Lights.*

THORNTON A. JENKINS, Esq.,

*Secretary Light-house Board, Washington, D. C.*

## No. 19.

OFFICE OF SUPERINTENDENT OF LIGHTS,  
*Sag Harbor, October 17, 1853.*

SIR: In answer to a circular letter from the Light-house board asking a description of such aids to navigation, in addition to those already existing, as are required within this district, I have the honor to report:

Within that portion of the district assigned to the surveyor at Greenport, spar-buoys are required at the following points: At Hay Beach flats; at Great Hog-neck, Southold; at Little Hog-neck, Southold; at Miaming bar, at the entrance of the channel at Riverhead.

Within the other portion, spar-buoys should be placed at a point in Shelter Island ferry; at Nicholl's rocks, between Ramhead and Meshomac point; at a shoal or sand-bar east of Gardiner's point.

At Gardiner's Point shoal a spar-buoy formerly was placed by boatmen, which is now lost. The shoal extends off three-quarters of a mile; the water shoals suddenly from six fathoms to seven feet, and vessels frequently strike upon the bar.

At Shagwonunck, or Shagwan reef, a bell-buoy should be placed. A beacon or spindle will not resist the surf. This reef is about four miles west of Montauk, on the north side, and extends into the ocean about three miles. It is in the path of vessels bound up or down the sound around Montauk, and dangerous in foggy weather. I have spoken with several gentlemen, shipmasters and ship-owners, and all concur in the opinion that a bell-buoy is the only signal proper to indicate its position, and of the necessity for it. Many vessels, I understand, have struck upon the reef, and several have been wholly wrecked. The general coastwise trade will be aided rather than that of this district, and for that reason I solicit your attention to it.

The foregoing are all the points, so far as I can learn, at which additional aids to navigation are needed.

It is probably too late to commence the construction of the beacon at Plum gut, or the light house at Gardiner's island. The importance of these structures require their completion at the earliest time practicable.

Although not within this district, I again call the attention of the Light-house board to the subject of the erection of a light-house between Montauk point and Fire island.

Very respectfully, your obedient servant,

S. L. GARDINER.

THORNTON A. JENKINS, Esq.,  
*Secretary Light-house Board, Washington.*

## No. 20.

*Extract from a letter from H. B. Smith, esq., collector of customs at Plattsburgh, New York, dated November 1, 1853.*

I have the honor to submit, and would most respectfully recommend, appropriations for the following objects, viz:

1st. \$200 for the purpose of building and placing buoys on Point au Fer reef. This reef is about four miles south of Rouse's point, and is

about three-fourths of a mile in length. It is located near the centre of the lake, which at this point is about two miles and a half wide. Vessels pass on both sides of the reef, the top of which in low water is level with the surface of the water.

2d. \$100 for the purpose of making and placing buoys on Perry's reef, opposite Point au Roche, at which point the lake is very narrow. This reef lies southeast from the site selected for the light-house to be erected on Point au Roche, and is about sixty rods long, and is covered with water, and in bad weather vessels are in great danger of running on to it.

3d. An appropriation of \$75,000 will be required to finish the break-water at Plattsburgh, according to the original plan of engineers. It is absolutely necessary that this work should be completed for the protection of vessels lying at the docks, and to afford a safe harbor for vessels in bad weather. There is no improvement on the lake more necessary than this.

4th. \$100 for the purpose of making and placing buoys on a reef between Valcona island and the main shore of the lake. This reef is situated west of and about half-way between the island and the main land, and is very dangerous.

5th. \$100 for the purpose of making and placing buoys on Ferris reef. This reef is in the main channel between Plattsburgh and Burlington, nearly opposite Port Kent harbor, and is very dangerous in bad weather for vessels passing through the lakes. This is a small reef or rock, about thirty or forty feet in diameter, coming near the surface of the water, and might easily be blasted away and broken down at an expense not exceeding \$2,000—which is the true way of disposing of this rock. There has been a number of vessels materially injured by running on this rock. Last fall one of the lake steamboats ran on this reef, and went down in a few minutes. I would recommend an appropriation of \$2,000 for the purpose of breaking down the rock.

6th. \$200 for the purpose of making and placing buoys on Schuyler Island reef, lying between Burlington and Port Douglass. This reef is about half a mile in length, is very dangerous, and requires buoys to mark its particular location.

7th. \$6,000 for the purpose of purchasing a site and building a light-house on Crown point, near the old fort. A light house is very necessary at this point, to enable vessels to pass with safety through the dark narrow channel at Chimney point. It is said, by those who are best acquainted with the navigation of Lake Champlain, that a light house is more necessary at this point than at any other on the lake.

8th. An appropriation of \$10,000 or \$15,000 should be made for working the new steam-dredge at Whitehall. There was an appropriation made for building the boat, but no appropriation was made for working it. It is absolutely necessary that the channel near Whitehall should be dug and cleaned out, or the navigation will have to be suspended in a short time.

I would further recommend an appropriation of \$5,000 for the erection of a light-house upon the north end of Isle La Motte, which is very necessary for the safe navigation of the lake. I have thought proper to make this recommendation, although the site of the proposed light-house

is not within this district, because its erection is necessary to render navigation safe.

All of which is respectfully submitted.

I am, gentlemen, very respectfully, yours,

HENRY B. SMITH, *Collector, &c.*

To Lieut. THORNTON A. JENKINS, U. S. N., and

Capt. E. L. F. HARDCASTLE, U. S. A.,

*Secretaries of Light-house Board, Washington, D. C.*

### No. 21.

COLLECTOR'S OFFICE, SOMERS POINT,  
*September 30, 1853.*

SIR: By the request of those interested in the coasting business, it is deemed to be of the greatest importance, for the safety of lives and property, that a light house be built on Absecum beach, and a bell-buoy be placed outside of the Absecum bar, in the district of Great Egg harbor, New Jersey.

We would ask that the sum of \$10,000 be appropriated at the next session of Congress, and the sum of \$3,000 to build and place the said bell buoy on said bar, making the sum of \$13,000.

From your obedient servant,

THOMAS D. WINNER, *Collector of Customs.*

Lieut. THORNTON A. JENKINS,

*Secretary of the Light-house Board.*

### No. 22.

OFFICE OF FOURTH AND FIFTH LIGHT HOUSE DISTRICTS,  
(*exclusive of Albemarle and Pamlico sounds,*)  
*Philadelphia, November 1, 1853.*

SIRS: I beg leave to suggest, at the request of the board, communicated in the circular of the 1st of September, the following-described aids to the navigation of Delaware bay.

1. To substitute a lenticular fixed light of the first order, for the catoptric fixed apparatus now forming the main light at Cape Henlopen.

2. To place a fog-bell at the harbor of the Delaware breakwater.

3. To substitute a light house, with a lenticular revolving or flashing light of the fourth order, (U. S.) on Cross ledge, for the light-vessel in the channel off that shoal.

4. To erect a light house, with a lenticular fixed light of the fourth order (U. S.) on Ship John shoals.

5. To bank in Reedy island, in part or entire. And

6. To place a fog-bell at the Reedy Island light-house.

(1.) Cape Henlopen, as the deep water cape of one of the principal estuaries of the line of the Atlantic coast, calls for a first-class seacoast light. The numerous accidents that have occurred in consequence of the inferiority of the lighting apparatus, from confounding a light which, from position, should be one of the principal seacoast lights for the

light-ship off Five Fathom bank, would be wholly avoided by the change suggested. The elevation of the tower (170 feet) above the level of the sea is favorable for such an application as that proposed. The light of the present catoptric apparatus, consisting of eighteen 21-inch reflectors, it is evident, from the statement of the special Light-house board, (see printed report, pp. 136, 191,) that in useful effect it was to the third order (U. S.) of the Brandywine light, as but one to six cannot penetrate as far as the visible horizon of such an elevation. The cost of carrying out the change would be as follows:

For a lenticular apparatus, first order, fixed	-	-	\$8,500
For a watch-room and lantern	-	-	4,900
For preparing the tower and receiving the above	-	-	1,600
Amount	-	-	<u>15,000</u>

As it is necessary to illuminate only three-fourths of the horizon at Cape Henlopen, I would respectfully recommend a fountain lamp, and that the land quadrant be occupied by holophotal panels, to turn back the light for distribution in the remaining three-fourths of the arc. I may also remark, that as the present coping course of the tower is but four inches thick, a new one, of proper dimensions, may be required in fitting on the new lantern. In that case, the amount set down against the last head will be found none too large.

(2.) The benefits of the harbor of the Delaware breakwater can never be fully available until the means are supplied, through sound, for entering it in thick and foggy weather, as these are now afforded through light by sight. Both ends of the principal work should properly be occupied by a fog-bell; but as the southern or cape end is not yet built up to the full height, this useful help to navigation should at present be confined to one at the present light.

(3.) The light-vessel off Cross Ledge shoal should long since have given place to a permanent light. On expressing an opinion some years since of the advantages likely to follow such a change, in the presence of one of the then representatives in Congress from this city, he requested me to address a letter to him upon the subject. I should here say I had an object, apart from improving the aids to the navigation of the bay, in suggesting this change, in making available the caisson and stone provided for the Brandywine, the plan of which had been changed to one of screw-piles, which would otherwise be sold at great loss. From this letter, dated the 21st of April, 1848, I beg leave to extract the following, as embodying the views then entertained in reference to the change in question, as no less applicable now than at that time, saving that the caisson has long since passed into other hands:

"The considerations which commend the proposed measure to the favorable notice of Congress, beyond those arising from a saving to the public of valuable property otherwise destined to be sold at a ruinous sacrifice, are found in the advantages of a permanent over a floating light. These consist, first, in the light being always in position; whereas the floating light, besides being removed at times for repairs, is liable to be driven off from its station by stress of weather at the very time of all others (the seasons of storms and running ice) when these very useful beacons are of most importance to the mariner; and, second

in the reduced cost of maintaining such a light over a floating one—known, from experience, as about one-third only, without taking into account the charge for renewal of such lights ”

The Cross ledge is on the eastern side of the main ship channel; and about fourteen and a half statute miles, measured to the lower end in six feet at low water, above the Brandywine light, correspondingly situated on the lower end of the shoal of that name. A revolving or floating light would effectually distinguish it from the fixed light of the Brandywine, and the light recommended under the fourth head on Ship John shoal, which should also be a fixed light. As a channel light, the period of obscuration should of course be very short. The position of the shoal, depth of water, and nature of the bottom, all point to the pneumatic pile to secure a foundation for the structure, which, by selecting a point seaward, as proposed, would be protected by the interposition of the crest of the shoal from the heavy running ice borne on the ebb current from above, and thus supersede in part, if not altogether, the necessity for any costly works to guard against its destructive effects.

The probable cost of the structure can only be based on a well-matured plan, including details. The greater exposure, the use of a different pile, and the absence of all experience in like works, in case of the Brandywine, to say nothing of a full ice protection for that light, will hardly serve as a criterion on which to found even an approximate estimate. Thirty thousand dollars may, however, be named as likely to cover the cost.

(4.) Ship John shoal, the next point in ascending the bay which should be occupied by a light, is also on the eastern side of the main ship-channel, and about twelve statute miles. Assuming a seven-foot lump as the proper position above the site selected for the light on Cross Ledge shoal, it will be found, on examination of the coast survey chart of the Delaware, to protrude somewhat beyond the general line of the shoal ground bounding the channel on that side; which circumstance, in connexion with the small depth of water and lumpy and hard character of the bottom, renders it highly desirable that it should be distinctly marked at all times. There is no reason to doubt the applicability of the atmospheric pile for this structure also. The cost, from the position being further removed from the sea, would not probably be as great as the cost of the light on the Cross ledge, unless indeed it should require, from the prominence of the site on the line of the channel, more costly works for protection against the ice, which would sweep close along by it at every ebb and flow of the tide. A selection of a position more retired on the lower slope of the shoal may be occupied with less exposure; but by this change the light would be less of a leading light, and in so much not as well subserve the purposes of navigation.

The distances from the main ship-channel of the lights on either shore of the Delaware below Ship John shoals, are so great, varying as they do from six to ten miles, as to afford little or no assistance to vessels passing through that channel. They were erected, indeed, with no reference to the wants of general commerce, but solely with a view to the local trade in each case. The only dependence, until late years, in the run up the bay, on entering the capes at night, was in the light-vessels off the Brandywine and Cross Ledge shoals; and these, it is well known, if not taken off their stations, were driven off during the season of storms and

running ice. The first has been superseded by the light-house erected on the shoal; and were the recommendations now made in reference to Cross Ledge and Ship John shoals carried into effect, the very difficult navigation of the bay would be made comparatively safe and easy; as a vessel taking the principal channel would always, in the ordinary condition of the atmosphere, be in sight of a leading light between Cape Henlopen and Reedy island, as will appear from the following statement of distances:

Cape Henlopen light to Brandywine light	14½ statute miles.
Brandywine light to Cross Ledge shoal	14½ do.
Cross Ledge shoal to Ship John shoal	12½ do.
Ship John shoal to Reedy Island light	17½ do.

Should it be desired still further to aid the navigation, the last distance may be divided by occupying Siston's point, the lowest point at which the main channel runs close to the shore, six miles below Reedy island.

(5.) The object of banking in Reedy island is to get rid of the growth of reeds, which, when dry and fired, endanger, on the prevalence of certain winds, the keeper's house and out-houses of the light-house station on the lower end of the island. To bank the ten acres understood to be owned by the United States will cost as follows:

3,300 feet of embankment, at 50 cents	-	\$1,650
Contingencies, 10 per centum	-	165
		<hr/> 1,815 <hr/>

The general level of the island is about eighteen inches above ordinary high water. The soil would almost at once produce crops of grass or corn, and rent probably for ten dollars an acre; thus affording a fund for the improvement of the place, or in so much to reduce the salary of the keeper, or as a perquisite to him, as may be considered best. There are, however, more collateral advantages growing out of the proposed measure, which should in any event be carried out.

(6.) The absence of any means to point out in thick and foggy weather the position of the lower end of Reedy island, is a source of much annoyance and some hazard to vessels ascending the bay, particularly to the steamers which ply regularly between the city and ports below the island, and which would be obviated by the use of a fog-bell at that point. This fog-bell, as well as the one for the harbor of the Delaware break-water, and those for the establishment of the proposed light stations at Cross ledge and Ship John shoals, should all, as a matter of course, be struck by clock machinery, and in such manner as to make them easily distinguished one from another.

In the foregoing suggestions I have omitted to notice the new ice harbor on the east side of Reedy island, as I presume the officer in charge of that important auxiliary to the navigation of the Delaware during the winter will call attention to the subject of lighting it.

I am, very respectfully, your obedient servant,

HARTMAN BACHE,

*Major Topographical Engineers, Brevet Major in charge.*

Lieut. THORNTON A. JENKINS, U. S. N.,

Brevet Capt. EDMOND L. F. HARDCASTLE, U. S. A.,

*Secretaries Light-house Board, Washington, D. C.*



## No. 23.

OFFICE 4TH AND 5TH LIGHT-HOUSE DISTRICTS,  
(exclusive of Albemarle and Pamlico Sounds,) *Philadelphia, November 11, 1853.*

SIRS: As a portion of a semi-official letter just received from Major John Sanders (corps of engineers) refers to one of the objects noticed in the enclosed communication, in answer to the call for suggestions for improving the aids to navigation, I beg leave to make the following extract from it for the information of the board: "I wish to call your attention to the necessity of a beacon-light on the outer pier of the lower line of our new harbor to the east of Reedy island. This pier is now constructing and will be finished this season. The corresponding one of the upper line will not be commenced until we have a new appropriation."

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

HARTMAN BACHE,

*Maj. Topographical Engs., Brevet Maj. and Eng. in charge.*

Lieut. THORNTON A. JENKINS, U. S. N.,

Brevet Capt. EDMOND L. F. HARDCASTLE, U. S. A.,  
*Secretaries of Light-house Board, Washington, D. C.*

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No. 24.

ENGINEER DEPARTMENT,  
*Washington, October 26, 1853.*

GENTLEMEN: I have the honor to communicate, for the information of the Light-house board, the enclosed extract from the report to this department of Major John Sanders, of the corps of engineers, dated the 21st inst., on the construction of a harbor on the east side of Reedy island, in reference to establishing a beacon-light on one of the outer piers of that harbor.

Very respectfully, your most obedient servant,

JOS. G. TOTTEN,

*Bt. Brig. Gen. U. S. Engs.*

TO THE SECRETARIES OF THE LIGHT-HOUSE BOARD.

*Extract from the report to the Engineer department of Bt. Major John Sanders, of the corps of engineers, dated the 21st of October, on the construction of a harbor on the east side of Reedy island, Port Penn, Delaware.*

"The safety of vessels navigating the river at night will require a beacon light to be kept on one of the outer piers. I would suggest that the attention of the Light-house board be called to his subject."

*Extracts from a communication of the Philadelphia Board of Trade to the Collector of Customs at Philadelphia.*

PHILADELPHIA, October 15, 1853.

SIR: The committee of the Board of Trade on the lights, buoys, harbors, and the navigation of the Delaware, to whom your letter was referred, beg leave to state that the necessity existing for the erection of additional lights and buoys, in order to improve the navigation of the Delaware, has been for some time past under their consideration, and from a careful examination of the subject, and consultation with some of our most experienced pilots and navigators, the committee earnestly recommend as follows:

1st. A light house on the lower part of the Ledge shoal, to be of the same height and construction as that now on the Brandywine shoal, but showing a *revolving* light, to distinguish it from the Brandywine light. A light is much needed in this dangerous part of the bay, particularly during the winter season, when the floating light is removed on account of the drift ice, there being now no doubt (from the success of the construction of the Brandywine light house) that a similar construction on this shoal would be permanent, particularly when it is known that part of this shoal is frequently bare at low water.

2d. A light on the lower pier of the new harbor, eastern side of Reedy island, to show a red light to distinguish it from those of passing vessels, and to be placed on the extreme outer pier, which is situated near the channel, a distance of 500 feet from the shore, and is very dangerous at night. This light would also be of great service in navigating this part of the river.

3d. A light on Reedy point, in order to point out the fair way when approaching the Pea-patch shoal. This light to be of moderate height, and to show two lights, one above the other; the lower light to be bright red, which will prevent the upper light from being mistaken for those on board of vessels.

4th. A large boat or nun-buoy, with proper distinguishing marks, on the southwest point of the over-falls at the entrance of the bay. This buoy would mark the eastern edge of the channel, and would be of much service.

11th. Cape Henlopen light house to be renovated and fitted with a lens apparatus of first order, with a revolving or flashing light, instead of a fixed light, as at present, so that it cannot be mistaken for the fixed light on Five-fathom bank, which has been frequently the case, thereby causing the loss of many ships, viz: Tuscarora, Swatard, Walter, &c. The light on Cape May, now a revolving light, to be changed to a fixed light.

12th. A large bell buoy to be placed on Fenwick Island shoal. This shoal is situated 20 miles south by east of Cape Henlopen, 6 miles distant from the beach, with 12 feet water on it, and is much in the way of passing vessels.

13th. A large buoy on McCrea's shoal. This shoal is situated off Cape May, and is in the way of passing vessels.

14th. A large buoy on the northeast part of the Five-fathom bank. This

is a very dangerous shoal, and is constantly approached at this point by vessels arriving from Europe. The light-boat lies from one to two miles west of this shoal, and therefore is but little service to vessels inward bound.

15th. That as most of the buoys in the bay and river are small, they should be replaced with those of larger size.

16th. That authority should be given to the superintendent of the buoys on this station to remove immediately, when practicable, all wrecks when sunk in or near the channel, or place buoys on them to warn vessels passing.

17th. That from 15th December until 1st March all the can-buoys from the Ledge shoal to the city shall be replaced with spar-buoys, they being so much less liable to be taken out of place by drift ice.

18th. To remove the superintendence of the lights and buoys from the collector at Wilmington to the collector of Philadelphia, as very few vessels passing through the bay go into that port; and consequently the collector there cannot obtain any information direct from pilots or others relative to the neglect of duty of light keepers, or the misplacing or drifting of buoys.

The committee also call the attention of the Light-house board to the fact that the Delaware river and bay are among the most intricate and difficult of navigation of any of the rivers and bays of the United States; and as the distance from the ocean is so great, ocean steamers are compelled to navigate the bay and river at night, in order to compete in time with the lines of other ports; therefore the want of a sufficiency of lights and buoys is much felt and complained of.

Philadelphia already has six lines of ocean steamers, all of which are compelled to navigate the bay and river at night; and although the greatest care and caution are always used, yet running on shore is of frequent occurrence.

The number of vessels navigating the Delaware is very great. Independently of those engaged in the foreign and general coasting trade, the statistics of the government show that the tonnage of the boat trade alone exceeds that of the whole foreign commerce of New York.

These facts will make apparent to the Light-house board the benefit which will be conferred on the commerce of the port of Philadelphia by carrying out the suggestions herein made, as it will enable vessels to pass the dangerous points in the bay and river by night as well as by day, and thus materially diminish the time now occupied in their navigation.

Under the old light-house system of the government, nothing could be obtained toward aiding the navigation of the Delaware. On the establishing of the Light-house board, the Board of Trade, being well aware from the frequent representations made to their body of the defects and wants of the mercantile community, appointed some months since a committee to examine into the matter.

The committee, therefore, after having carefully considered the subject, earnestly recommend that the lights and buoys mentioned should be placed in the Delaware, believing them to be of present necessity.

JNO. R. PENROSE,  
FRANCIS R. COPE,  
SAM'L C. MORTON,  
*Committee.*

CHARLES BROWN, Esq.,  
*Collector of the port of Philadelphia.*

The above report having been submitted to and read before the directors of the Philadelphia Board of Trade at their last stated meeting, held on Monday evening, the 17th instant, "it was formally approved, and ordered to be transmitted, through the collector of the port, to the United States Light-house board."

Attest:

FRED'K W. GRAYSON,  
*Secretary of the Board of Directors.*

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No. 26.

*Extracts from the report of Lieutenant A. M. Pennock, Light-house Inspector.*

I would recommend that an appropriation be asked for four buoys to be placed on the shoals off Cherrystone; one for the tail of the southeast and one for the tail of the southwest spits making off from New Point Comfort; four for York spit and river; two at the entrance of Peankatank river; two for the Great Wicomico river, Virginia; one in Chesapeake bay, a mile and a quarter east of Stingray point; five additional ones for the Rappahannock; one on a wreck in Chesapeake bay, about five miles southeast from Smith's Point light-boat; and one on the spit of Drum point.

I beg leave to call the attention of the board to the dilapidated condition of Smith's Point light-house. The entire illuminating apparatus requires renewing. The iron frame which supports the lamps is so weak that no great effort would be required to shake it down. The tower is badly cracked, and not more than thirty-five feet from the edge of the bank, which is fast giving way. To put this establishment in order the cost would be great. With a view to economy and utility, I recommend that a first class screw-pile light-house be built near the end of the spit making off from that point. Such a guide would do away entirely with the necessity of the light-boat stationed there, and the present light-house could be abandoned.

I recommend also a small screw-pile light-house to be placed on one of the numerous shoals near the entrance of the intricate channel leading into Cherrystone harbor, in the county of Northampton, Virginia. As there are no lights on that side of the Eastern shore, it would be of great service to vessels beating up and down the bay.

A small light should be placed on Drum point, inside of the Patuxent river. Vessels of all classes take advantage of this lee, and in thick weather several have brought up on the spit making off from the point.

A small light on the end of the naval hospital wharf, opposite Norfolk, would prove of great service. It would guide vessels clear of Spinner's and Lambert's points, making it safe for them to run up the darkest night.

Accompanying this report is a petition to Congress, from the underwriters and some of the principal shipping merchants of Baltimore, asking for light-houses on Sandy point, Chesapeake bay, and False cape,

Princess Ann county, Virginia. I strongly recommend it to the favorable consideration of the board.

The yearly shipwrecks and loss of life at or near False cape speak volumes in its favor. The signers of this petition desire it to be presented to Congress at such time and in such manner as may be deemed most advisable.

The appropriation for a light on Stingray point is too small. It is evident that a small light should be there, from the number of vessels that run on the spit. Strangers frequently keep out in the bay during the night, fearing to enter either the Rappahannock or Peankatank rivers; to both of which this light would serve as a guide.

I am of the opinion that the beacon for Naylor's hole, for which an appropriation was made, if erected, would prove rather detrimental than beneficial. It would have to be so placed that in a dark night vessels would be in great danger of running into it, and, being a fixture, some damage might ensue. As a guide at this locality need be seen only a short distance, I recommend that two buoys be substituted. They could be placed so as to serve for a guide through the narrow channel.

Very respectfully, your obedient servant,

A. M. PENNOCK,  
*Light-house Inspector.*

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No. 27.

CUSTOM-HOUSE, GEORGETOWN, D. C.,  
October 8, 1853.

SIR: I have the honor to state that, from information received from merchants of this district engaged in the foreign and coasting trade, it would add greatly to the safety and facility of vessels navigating the Potomac river from Georgetown, D. C., to Alexandria, Va., to have the channel of the river either staked or buoyed out between those towns.

Very respectfully,

ROBERT WHITE,  
*Collector.*

Hon. J. GUTHRIE,  
*Secretary of the Treasury.*

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No. 28.

EASTVILLE, September 30, 1853.

GENTLEMEN: In reply to your circular of September 1, 1853, asking for a description of such aids as may be required to navigation in this district, I most respectfully submit, that I have sought information from the most reliable seamen of my acquaintance, all of whom unite in recommending that a light-boat should be placed at the Point of Shoals, which is at the entrance of both King's creek and Cherrystone, i. e. at the fork of these two creeks. These creeks are navigable for large

vessels, and the principal shipping from and to Northampton county is carried on on them. The steamer William Selden also enters Cherry-stone twice a week with the United States mail. They cannot be entered, either at night or in a fog, on account of the dangerous shoals near their channels; and it is thought a light-boat, with a fog bell, would remedy this great bar to the convenience and interest of this community.

There is also a shoal known as the Middle Ground, which is dangerous to vessels passing up and down the eastern side of the bay, which could be avoided by the aid of a light boat and fog-bell at the aforementioned point.

I am also informed that a buoy at the westward entrance of Cherry-stone creek would be vastly beneficial. Wrecks have happened upon the Middle Ground shoal, and there is always great liability of danger from that shoal. Pungoteague creek is of equal importance, and similarly situated to King creek and Cherrystone; a light-boat is required there, and, if I mistake not, Lieutenant Pennock informed me it was contemplated to place one there. I have had no opportunity of obtaining information with regard to any other part of the district, but I believe Lieutenant Pennock has lately visited nearly every part of it, and can give you the desired information. That part of the district embracing Apatague light-house is under the inspection of Lieutenant McBlair, and is very remote from me. I can give no information in regard to it.

I am, very respectfully, your obedient servant,

JNO. S. PARKER,

*Collector, &c., for the district of Cherrystone.*

THORNTON A. JENKINS and

EDMOND L. F. HARDCASTLE, Esqs.,

*Secretaries of Light house Board, Washington, D. C.*

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No. 29.

COAST SURVEY OFFICE,  
*Washington, Wednesday, November 30, 1853.*

DEAR SIR: I have received your note inquiring the locality of Sandy point, Chesapeake bay.

I don't know but that there may be more than one Sandy point, but the one which is referred to, I am inclined to think, is at Cherrystone inlet, on the eastern side of Chesapeake bay, about nine miles to the northward of Cape Charles. If Mr. Wise or Mr. Bailly has made application in regard to it to the Light-house board, this is the place.

Next to Pungoteague creek, which is about 25 miles to the northward, Cherrystone is the best harbor on the southeastern part of Chesapeake bay. The steamer runs there twice a week from Norfolk; and if the contemplated air-line railroad from New York to the south is constructed, here will be the steamboat landing by which to connect south across the Chesapeake.

The kind of light required here is exactly the same as the one required at Pungoteague; there being an immense bar, or rather flat, ex-

tending out on the port hand, which it is important to avoid on entering, and which a light would effectually subserve.

By making application to the office, a sketch or tracing of my survey would no doubt be furnished you.

Very truly, yours,

JOHN J. ALMY,

*Lieut. Comd'g and Assist. in the U. S. Coast Survey*

Lieut. T. A. JENKINS,

*Secretary of the Light-house Board.*

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No. 30.

CUSTOM-HOUSE OFFICE,  
Yorktown, Va., September 19, 1853.

GENTLEMEN:      \*      \*      \*      \*      \*      \*      \*

A light is indispensably necessary at the York spit. The soundings on the east side of the spit are gradual, and vessels are easily warned of danger. But not so on the southwest point. The soundings up to the point are eight fathoms water, and the next instant vessels strike on a hard sand-bank. On the opposite side of the spit, the Egg Island shoals, and Jew's-Marshes point, present another obstacle to safe navigation. Many vessels have been injured, and some wrecked, on these two points. At night, in a gale of wind, vessels are prevented from making the safe harbor of York river, by the danger of running either upon the spit or the Egg Island shoals, and are compelled to run all risk in the Chesapeake bay. In addition to the above mentioned, several masters of vessels, who have for years sailed up this river, have suggested the importance of a buoy being placed at Green point, and one at Sandy point, up the river. With the latter I am quite familiar. There are there sunken oyster-rocks—positions of which only are visible at very low tides. With the light-boat, and the buoys at the points severally designated, the navigation of this river, from the bay to its source, would become perfectly safe and easy for any class of ships or vessels, in the day or night, under any circumstances, and in any sort of weather. I do sincerely hope the department will take this subject into serious consideration; and that these much-needed improvements, to which the people here have looked to in vain for years past, will now be accomplished, when the commerce of York river is rapidly increasing in importance. The accompanying documents exhibit the opinion of some of the most respectable and intelligent portion of this community, which I have deemed necessary to add to my suggestions.

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

PHILIP J. BARZIZA, *Collector.*

To MESSRS. THORNTON A. JENKINS,

EDMOND L. F. HARDCASTLE,

*Secretaries of Light-house Board.*

No. 31.

CUSTOM-HOUSE, NEWBERN,  
*Collector's Office, September 13, 1853.*

GENTLEMEN : There is at this time great complaints among seafaring men about stakeage ; they all agree that it is very difficult to keep the stakes up at the different points of shoal. They all concur also in opinion that it would be better to have buoys placed at the following places, viz: Piney point, Garbacon, Wilkesbarre point, Cherry point, Otter creek, Hamilton shoal, Johnson's point, Fort point, Hanging point, Straddle and Green Spring point,

Very respectfully, your obedient servant,  
 THOS. S. SINGLETON, *Collector.*

THORNTON A. JENKINS,  
 EDMOND L. F. HARDCASTLE, Esqs.,  
*Officers of Light-house Board.*

No. 32.

CUSTOM-HOUSE, ELIZABETH CITY, N. C.,  
*September 23, 1853.*

SIRS : The only object brought specially to my notice is the erection of a light-house at Roanoke marshes, for which purpose a memorial has been circulated, and, I understand, numerously signed by those interested in shipping. The memorialists represent that there was a light-house at the marshes some years ago; that owing to the refusal of the government to pay the exorbitant price demanded by the owner for the land upon which it was located, and his persistence in refusing to surrender it except at such exorbitant price, the government determined to discontinue it; that the absence of a light at that point not only exposes vessels and their cargoes to the dangers of the shoals, but also seriously delays them in their voyages; that in thick and foggy weather such light would enable them to pass through the "Narrows" without obstruction or detention, and to reach a harbor secure from boisterous weather, to which they are at present exposed; that there is no light within many miles of the proposed light; that the former site can now be purchased at a moderate price; and that there is a building upon it which could readily, and at very small cost, be converted into a suitable light-house. This memorial will doubtless be forwarded in a short time. From the representations that have been made to me by well-informed gentlemen, I feel warranted in commending this subject to your favorable consideration.

I have the honor to be, very respectfully, your obedient servant,  
 L. D. STARKE, *Collector.*

Lieut. THORNTON A. JENKINS,  
 Brevet Capt. EDMOND L. F. HARDCASTLE,  
*Secretaries of Light-house Board.*



No. 33.

CUSTOM-HOUSE, ELIZABETH CITY, N. C.,  
October —, —.

SIR: I transmit herewith the memorial of many persons interested in navigation for a light-house at Roanoke marshes, in this district.

From the best information I can gather from the most experienced and reliable captains of vessels, I am induced to regard this as a very indispensable aid to navigation, more so than any other that could be suggested in this State, or perhaps any other.

In addition to the representations of the memorialists, I deem it only necessary to state, that the open area of water in the sound at the entrance of the narrow passage through the marshes is represented to be twenty miles wide, while the passage itself is only some three or four hundred yards in width; that there are no high lands or trees by which to direct the course of ships; that there is no light in the vicinity; that the sound is very much exposed and dangerous; and that it is always difficult, and frequently impossible, to effect an entrance into the narrow passage alluded to, at night or in thick, foggy weather.

Very respectfully, sir, your obedient servant,

L. D. STARKE.

*Superintendent of Lights.*

Lieut. THORNTON A. JENKINS,  
*Secretary Light house Board.*

No. 34.

*Extracts from report of Capt. D. P. Woodbury, Light-house Inspector.*

SIXTH DISTRICT, October 15, 1853.

An open wooden tower, like the beacons recently proposed for Charleston harbor, near Federal Point light—the two to range nearly with the light-vessel on Horseshoe shoal—the object being to dispense with that light-vessel altogether; it is of little use. Vessels going up from Smithville pass over the foot of Horseshoe shoal by following the range of Price's Creek lights until they come to a buoy a little below the light-vessel, when they turn and take their course up the river.

The light-vessel is of some use at night in finding the buoy or turning point. The proposed Federal Point range, by its intersection with Price's Creek range, would give the turning point with still more accuracy. The light vessel is also of little use at night for vessels coming down the river; but its place in that particular will be fully supplied, I believe, by the Cape Fear light proposed below.

The proposed beacon should be about three hundred yards from Federal Point light, would be tended by the same keeper, and the annual cost would of course be small compared with that of the light-vessel.

Estimated cost of the proposed beacon, with three lamps and reflectors, including site	\$1,500
For an enclosed wooden lantern, and a fixed light with three reflectors, on top of Charleston beacon, and steps leading thereto	1,000

The light—two lamps and reflectors in a small lantern—is raised by a windlass, and must of course be let down one or more times every night for trimming. The tower is five feet six inches square inside, and nine feet three inches square outside, at the base. It is open at the top, but covered with a roof supported by four posts resting on the top of the tower. The steps must be on the outside of the tower, and a small storm house must be made in the rear of the proposed framed lantern.

For rebuilding Sullivan's Island beacons and placing in each three fixed lamps and 21-inch reflectors at a suitable elevation, in place of the present single lamp and 15-inch reflector, moving up and down a mast	-	-	-	\$3,000
For purchase of site and erection of keeper's house	-	-	-	3,000
				<hr/> 6,000 <hr/>

For a lens light of the sixth order, with the necessary fixtures, to be placed on top of the walls of Fort Sumpter, on the eastern side - - - - - \$1,000

This light, and the new light to be erected on the battery, will range with the bar of the north channel, which vessels are not able to cross at night for the want of such aid.

Tybee Island knoll light-vessel might be replaced by a small light-house on a neighboring shoal, but I present no estimate at the present time.

For five iron buoys for St. Helena bar, with cables and sinkers \$3,000

There are now three buoys on this bar—two of them oil-casks. The necessity of the new buoys—two of them to take the place of the oil-casks—is urged by the collector at Beaufort, South Carolina, and was pointed out to me by the captain of one of the Savannah and Charleston steamers.

There are doubtless other points in this district, particularly in Georgia and Florida, where buoys would be of great service, but I am unable to point them out at the present time.

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No. 35.

SMITHVILLE, BRUNSWICK Co., N. C.,  
October 22, 1853.

SIR: In my letter of the 15th instant I recommended a beacon-light near Federal Point light-house, in view of discontinuing the light-ship on Horseshoe shoal. Yesterday I enclosed a copy of a letter from the chairman of the commissioners of navigation, Wilmington, relating to that subject. I now subjoin an extract from a letter just received from the collector at Wilmington, bearing on the same.

You will see that the light-ship is regarded as of little use by those persons whose opinions are entitled to most respect, as representing the classes most interested.

I have asked for an appropriation; but without waiting for that, I would like to receive directions to put up the proposed beacon and then discontinue the light-vessel.

I have all necessary apparatus here, having spare (dismounted) lamps and reflectors at Price's creek and Oak island. I don't think the whole cost of the beacon, complete, will exceed \$800.

It will be similar to the proposed Charleston beacons, of the same size at top, but not so high. I would like much to put it up, as a means of gaining experience, before putting up the higher Charleston beacons.

Very respectfully, your obedient servant,

D. P. WOODBURY,  
*Light house Inspector.*

T. A. JENKINS, Esq.,

*Secretary Light house Board, Washington, D. C.*

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WILMINGTON, NORTH CAROLINA,  
October 18, 1853.

DEAR SIR: Your communication with regard to the removal of the light-boat, and the substitution of a range of lights on Federal point, was duly received, and laid before the "commissioners of navigation" at their last regular meeting.

The board see but one objection to the change which you propose. From Orton point to the turn of the channel, as indicated by the range of lights at Price's creek, the light-boat furnishes the only guide to vessels going down the river at night. If the light-boat is removed there will be no guide, and you propose nothing to supply the deficiency.

I am instructed by the board to say, however, that for reasons obvious to you they attach but little importance to this objection, and regard it as much more than counterbalanced by the benefits which will unquestionably result from the change.

There is but little navigation down the river at night—that little is confined to a small class of vessels; and the board are inclined to believe that they may be very easily guided by the lights which are now in use.

The board have delayed their action on this matter, that they might have full and free conversation with pilots and shipmasters in whom they had confidence. They have done so, and find no one to differ from the opinion expressed above.

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With sentiments of high regard, your obedient servant,

ROB'T H. COWAN,  
*Chairman, &c.*

Capt. D. P. WOODBURY,  
*United States Engineers.*

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No. 36.

SUPERINTENDENT'S OFFICE,  
Washington, N. C., Sept. 29, 1853.

SIR: I have to state that I have made all the inquiry in my power, and am enabled to state that there is nothing required as aids to naviga-

tion in this district, unless the Light-house board should deem it advisable to supply the deficiency that now exists in stakes, by placing buoys in their stead. I have conversed with captains and pilots in reference to this matter, and their united opinion is in favor of buoys, as better and more permanent marks to navigation. I have made the inquiry as to the number that would be required in addition to those now in use, and find that ten additional buoys would answer for Neuse river; thirty for Pamlico river and the sound as far as Mattamuskeet; ten for Ocracoke inlet; and fifty for Core sound—making in all 104 buoys. The cost of the buoys and iron-work (not including sinkers) would be about \$15 or \$16; and one person making such a quantity, I doubt not, it could be done for even less. Should I know of any other improvement I will inform the board immediately.

Very respectfully, your obedient servant,

H. F. HANCOCK,  
*Superintendent.*

Lieut. THORNTON A. JENKINS, *Secretary.*

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No. 37.

*Extract from two petitions, numerously signed, of citizens of the United States, and owners of vessels, carriers, merchants, planters, factors, residing in the State of South Carolina.*

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In view of these facts, and in order to remedy the evils complained of, your petitioners would respectfully suggest, and pray your honorable body to establish, a light-house and corresponding beacon-light on the main land at North Edisto; and also two buoys at the North Edisto inlet; to remove the St. Helena light-ship from its present position to Cornbahee bank, for the purpose of enabling vessels (particularly at night or during foggy weather) to clear a very dangerous shoal; to establish a light-house and corresponding beacon-light in the stead of the St. Helena light-ship, on the northern point of Hunting island, to range for the Swash channel; and six large buoys to be placed on the points of the large dry shoals that are in the sound and about the bar. Also, that the light-ship, now at "Martin's Industry," be removed to Grenadier shoal, entrance of Calibogue sound, with a range beacon to be placed up Calibogue sound, to be used in connexion with said light-ship; and that, in the place of the said light-ship, another, with a lamp of twice the illuminating power, be established at "Martin's Industry." And also to establish a light-house and a corresponding beacon-light for Port Royal entrance, to be located in the neighborhood of Hilton Head; and five buoys for Port Royal bars and harbor.

No. 38.

DISTRICT OF ST. JOHN'S,  
*Port of Jacksonville, September 29, 1853.*

SIR : In reply to circular of Light house board of the 1st instant, in relation to aids to navigation, I have the honor to report, that in my opinion, based on the information I can obtain, the navigation of the St. John's river and bar might be considerably improved by the following aids to those existing at present, viz :

1st. A beacon or range-light to be placed to the eastward of the present light, to range with the same, to assist in crossing the bar, so constructed on rollers that it may range at all times with the large light, to be moved by two hands; the cost of which will not exceed \$1,500, exclusive of lantern.

2d. Two buoys (copper sparred) to be placed at the narrows of Brown island ; also two at the Corwin shoals near Dame's point, on St. John's river ; also two near Dunn Creek flats, on said river ; also some stakes or beacons at different points of the Marsh islands, on said river, the cost of which will be trifling. The reason for recommending spar-buoys is, that vessels can pass over them without dragging them adrift ; reason for coppering is on account of worms.

Very respectfully, your obedient servant,

JAMES G. DELL, *Collector.*

To Lieut. THORNTON A. JENKINS,  
*Secretary Light-house Board, Washington, D. C.*

No. 38.

*Extract from a letter from Dr. A. J. Baldwin to General J. G. Totten, chief engineer, dated Jacksonville, November 3, 1853.*

Since I last wrote you, I have been informed by residents near the mouth of the river that considerable damage to the light-house grounds has been sustained from the encroachments of the river upon that side ; and you will recollect that the plan presented by me contemplated the arrest of this encroachment as one of its results, and one of the appropriations for carrying it out was obtained in the light-house appropriation bill. I mention this as a further inducement for prompt action in this matter ; but I beg you not to understand me as urging it upon your attention in the spirit of complaining at the delay which has occurred, but simply as a fact with which you had not probably been made acquainted before. I know your mind is occupied with a multiplicity of business, pressing upon you in all directions ; hence I have felt it my duty to inform you of this new fact, as requiring action on the score of economy in the expenditure of the public funds, for it is very evident that the expenditure will be increased the longer the causes which are washing away this bank of the river are allowed to operate. In my humble opinion, the time is not distant when the present stratum will be destroyed, if the causes now in operation for its destruction are not

soon arrested ; and I fully believe they can be permanently removed, and I feel sanguine of being able to make this apparent to the members of the commission who may be appointed to examine this subject.

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No. 39.

*Extract from a letter from Lieutenant H. G. Wright, corps of engineers, to the secretaries of the Light house Board, Washington, D. C., dated Garden Key, Fla., November 1, 1853.*

*Light-house at the mouth of the St. John's river, Florida.*—An appropriation of \$10,000 was made in 1852 for the protection of the site of this light, on which the sea had been fast encroaching for some years; a survey of the environs was made in connexion with that for the improvement of the bar of the river, and the causes of the encroachment carefully examined. It was believed that the process of encroachment was working its own remedy, by forming a bank in advance of the beach, which would, in a short time, effectually destroy the action of the waves on what was then the shore-line; at any rate, that the buildings were secure for some time to come. That in case the encroachment should continue to progress, so as to endanger the safety of the structures, it would be better to change the locality of the light than to attempt the protection of the present one. The present tower is too low to be seen by vessels close in-shore to the southward of the entrance; and as its walls are hollow, it is doubtful whether it would be safe to add to its height. It will soon need considerable repairs; and the dwelling, which is nearly buried in sand, will, before long, require a considerable expenditure for repairs to make it habitable. All these reasons induced me to recommend a new tower and dwelling, in a better location, rather than protect and repair the present ones. A plan was submitted for stopping the encroachment of the sea, but its adoption was not recommended for the reasons given.

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No. 40.

ST. AUGUSTINE, FLORIDA, November 5, 1853.

GENTLEMEN: In accordance with a circular from the office of the Light-house board, directing me to furnish the annual memoir in relation to the condition of the site of the light-house at the mouth of the St. John's river, Florida, I have the honor to report that I visited the locality on the 1st instant, and transmit herewith the result of my observation.

This site is a portion of a long and narrow sand-beach, which forms the right bank of the river near its mouth, having to the rear an extensive marsh, through which the water circulates in small channels, and which is flooded almost entirely in very high tides. The waters within this space communicate with the river by several inlets, of two of which only it is of present concern to speak. One of these, some distance east of the light-house—by the action of the currents flowing through it, taken in conjunction with that of the waves upon the bank of the river—has caused a long spit to be formed parallel and exterior to the shore, and extending so far as to be opposite, at its western extremity, to

the keeper's house. The other inlet serves as a channel for the waters at tides only above the average, and is contiguous to, and directly west of, the keeper's house.

From this house to the shore extends one range of sand hills; from the light house to the shore there is another range; and about two hundred and fifty feet to the east of the light a third is to be found. The two valleys thus formed are in danger of becoming, in the space of a few years, two other inlets, by the formation of which the present site will be entirely destroyed. These valleys, being channels for the winds, are excavated by its action every day; that one directly east of the keeper's house having become three feet deeper, for some distance back from the river bank, since April last, while at the same time the waters have gained about thirty feet along the front of the site most exposed, during the same interval.

The spit above mentioned has been broken through in one place, leaving the valley directly east of the light tower more exposed to the action of the waves. I could not ascertain from the keeper whether the spit has increased since the date of Lieutenant Wright's report, and have requested him to mark its present extremity, as a point for future comparison.

Any work of protection for the site should extend across the mouth of the inlet partially formed, and west of the keeper's house, and should run in an easterly direction to cover the openings of the two valleys before spoken of. For this purpose I would recommend a line of piling along the river front, of about seven hundred feet in length, and at a probable cost of \$2,500. To protect the premises in the rear from being flooded by the waters of the marsh, an embankment is also needed, and, to adopt Lieutenant Wright's estimate, at a probable cost of \$200.

The above views, which would appear evident upon a cursory examination of the site, are respectfully presented to the consideration of the board; as, also, whether it be better to adopt the temporary expedient for protection just mentioned, or leaving the site to its own power of resistance to the waves, to seek a better and permanent location for the light-tower. The site will probably endure, unaided by artificial means, for several years.

The lantern leaks very badly through both the top and sides; new window-frames are required in the tower; and a portion of the newel-post, much decayed, requires replacement. The steps, during the past season having separated from the post, incline perceptibly to the interior, and an accident might happen from this defect. The roof of the keeper's house will shortly require renewing; it is much decayed, though it does not leak badly at present.

A door and platform have lately been placed in the tower; and the newel-post strengthened by bar iron bars nailed along its length, though this has not remedied the separation of the steps from the newel.

All of which is respectfully submitted.

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

JOHN NEWTON,

*Lieutenant Engineers.*

Lieut. THORNTON A. JENKINS, U. S. N.,

Capt. E. L. F. HARDCASTLE, U. S. A.,

*Secretaries of the Light house Board, Washington.*

PHILADELPHIA, *October 26, 1853.*

SIR: I had the honor to receive, some time since, the printed circular from your board, calling on me for "suggestions in relation to such aids to navigation in the seventh district as may have come to my notice, and be deemed of present necessity, in addition to those already existing, or authorized by law."

In reply I must remark, that my duties in this district having been of a special character, it has not been in my power to make such examinations as would authorize the presentation of estimates; at the same time, a general knowledge of the character of existing works, and of those proposed, so far as laws already enacted indicate, together with the general wants of this district, place it in my power to make some suggestions which may prove of value.

Commencing at Cape Florida light, I would respectfully suggest the raising of the tower as far as the present structure will permit, and the placing therein a Fresnel illuminating apparatus of the second order, to replace the present catoptric apparatus; and as a glance at the sketch of Key Biscayne, published by the Coast Survey report of 1851, will show that this light is not required to illuminate more than two hundred degrees of the horizon, I would recommend that the remaining one hundred and sixty degrees be filled with the totally reflecting rings of the Holophotal plan, as designed by Mr. Thomas Stevenson.

I am not aware of the actual condition of the tower at this point; but if it is properly founded, and built in a strong and substantial manner, I should think a light iron structure could be placed on top of it, that would add twenty or thirty feet elevation to the focal plane, and increase greatly the range of this important light.

I understand the reefs and shoals extend some eight or ten miles to seaward of this light. Its want of elevation, and the inefficient condition of its illuminating apparatus, gives it an actual and available range but a short distance outside of the dangerous ground. I am not able to present an estimate, from want of necessary data; but it has occurred to me, the operations at present going on at Cape Hatteras would serve as a guide in asking for an appropriation for this object.

The light next in order to Cape Florida is the one recently erected on the Carysfort reef. I have already reported to the board the difficulties which prevented the exhibition in this tower of a Fresnel illuminating apparatus, and the necessity there was of setting up a temporary catoptric apparatus. I am quite satisfied, if the keeper will faithfully attend to this light, that the present apparatus is as efficient as one of reflectors can be; but I would most urgently press on the board the expediency of replacing it, without delay, by a revolving Fresnel apparatus. \* \* \* The lantern being designed and prepared for a lenticular apparatus, the only expense to be incurred would be its first cost in France, transportation to the site, and the necessary labor in setting it up; all of which, I think, ought to be covered by the sum of \$11,000.

An appropriation having been made for a light house on Coffin's Patches, and the law requiring it to be placed "half-way between the Carysfort reef and Sand key," seems to settle the question as to the



number of lights on the Florida reef. I am now preparing the designs and estimates for a suitable structure for a first-class light at this point.

The light-house at Sand key, as previously reported, was illuminated on the 20th July last. It is believed this light is highly efficient, and answers all the wants of navigation at this point. When the structure (for which designs are now being made in this office) is erected in the Northwest channel, Key West harbor, to replace the present light ship, it is believed this harbor will have received, so far as lights are concerned, all the attention it deserves. The light at Tortugas is one of the most efficient reflection lights I have seen. Nevertheless, in my judgment, the elevation of the tower should be greater; and, for the purpose of penetrating a dense state of the atmosphere, I would recommend the placing thereon a second-order fixed Fresnel apparatus.

When these changes shall be made, and the new works designed are executed, the Florida reef will be as well illuminated as any part of the world. The beacon stations of the Coast Survey are of great value in pointing out this dangerous reef during the day; they, however, should be higher, as I understand it is the intention of the department to make them.

I am under the impression that a day beacon is wanted on one of the outer shoals of the Tortugas, which is at such a distance from the light on Garden key, that navigators should have their attention called to it before getting too near. My information is so vague, that I cannot indicate the shoal, and only refer to it here that the question may be raised, and the necessary investigation be made if the board deem it necessary.

Trusting these suggestions may be of some value, and with the earnest desire to forward in all things the views of the board,

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

GEO. G. MEADE,

*Lieut. Topographical Engineers.*

Capt. E. L. F. HARDCASTLE, U. S. A.,  
*Sec'y Light-house Board, Washington, D. C.*

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No. 42.

PHILADELPHIA, October 31, 1853.

GENTLEMEN: In compliance with the circular issued by your honorable board, dated September 22, 1853, I have the honor to submit the following report, showing "the progress made upon, and the condition of all works belonging to the United States light-house department, up to the present date," under my charge:

*Light-house on Sand Key, Fla.*—This work was erected, and furnished with the necessary supplies, during the present year. A light was exhibited therefrom on the 20th July last, and the work turned over to the Treasury Department at the close of the last quarter. A detailed report was transmitted to the board, (through the Bureau of Topographical Engineers,) giving a minute history of the operations at this work, to which reference is respectfully made for all such information. This report was made the 27th August last, and was transmitted to Washington on that day.

*Beacon on the Rebecca shoal.*—An examination of this shoal was made in May last, and on the 28th instant I transmitted, through the Bureau of Topographical Engineers, a report of the same, and submitted a project for a beacon, accompanied by designs and estimates.

*Iron pile light-house, N. W. channel, Key West harbor.*—An examination of the site was made in June last, under the instructions of the board, and the report of the same, with plans, estimates, &c., will be presented to the board, and will certainly be forwarded during the present quarter.

*Light house at Cedar Keys, Florida.*—An examination of Sea-horse key was made in August last, and so soon as it can be prepared, a report, with plans, estimates, &c., will be presented to the board, which, it is confidently anticipated, will be during the current quarter.

*Light-house on Coffin's Patches, Florida Reefs.*—This reef, under the orders of the board, was examined in June last, and the work of preparing the necessary drawings and estimates to accompany the report to be made, is now actively prosecuted in this office. A work of this magnitude (being of the first class) requires so many drawings, and these are so necessary to form any idea of the weight and consequent cost of the materials, that it is not deemed safe to assert at what precise time they can be submitted; but every exertion, consistent with the other duties imposed upon me, will be made to prepare them as soon as possible.

Very respectfully, your obedient servant,

GEO. G. MEADE,

*Lieutenant Topographical Engineers.*

Lieut. T. A. JENKINS, U. S. N.,

Capt. E. L. F. HARDCASTLE, U. S. A.,

*Secretaries of Light-house Board, Washington, D. C.*

No. 43.

COLLECTOR'S OFFICE,

*Key West, October 19, 1853.*

GENTLEMEN: I have the honor to report:

1. That those parts of the Atlantic and Gulf coasts of Florida which lie within this collection district are deficient in lights and buoys. There is but one opinion upon this subject in the merchant marine familiar with it. My judgment is based upon a residence of twenty years here, upon an intimate knowledge of the shipwrecks, the business of wrecking within this district, and of the causes generally assigned for them.

2. In my judgment there is an urgent necessity for a good light upon the main land of Florida, either at St. Lucie sound, Grenville inlet, Cooper's hill, or the Black Rocks. These points are all near together, upon the elbow of the coast, (as shown upon the abstract hereunto annexed,) at the entrance of St. Lucie sound. The steamers running between the Atlantic ports and the Gulf, including the Law line and the Isabel, between Charleston and Cuba, all endeavor to get hold of Cape Canaveral; and from thence a south course, as reference to the map will show, would put them off the elbow at the point above mentioned. It

being very important for them to keep close in with the land, to avoid a two-and-a-half or three knot stream, a light at this point would enable them to do so with security. A light at Mosquito inlet, for similar reasons, is necessary, though, in my judgment, of less importance. In 1837, \$7,000 were appropriated for rebuilding and changing the site of the old light at this latter point.

3. The next point at which a light is most urgently wanted, following the course of the reef, is at the Sister keys. These are two small, rocky, elevated keys, more submerged in the heaviest gales, standing well out from the general line of keys, near Key Vacas, about forty miles from this place. They lie between three sunken reefs, all of which have proved very perilous to navigation, being the Delta shoal, distant three and a half miles, S. by W.  $\frac{1}{2}$  W.; Coffin's Patches and Dry Rocks eight miles east of them.

4. The next point is the Marquesas islands, twenty miles about W.  $\frac{1}{2}$  S. from this place. I regard a good light here as of the first consequence. A glance at the chart will show its bearings upon the navigation around the tail end of the Quicksands, of vessels bound into the Gulf; and such a light would be of the greatest advantage to vessels making a passage from the Gulf around the Tortugas, or between the Tortugas and the Quicksands.

5. Key West harbor is almost destitute of buoys. To ordinary merchant vessels, indeed to all vessels drawing under 16 feet, the existing harbor buoys afford but little aid. Such vessels could come into port, by night or day, with the lights and lead, as well without as with them. They are of great consequence to naval ships of heavy draught; but since Lieutenant John Rodgers has submitted his hydrography of the harbor, it is evident that they are totally insufficient to protect a heavy ship from striking. Heavy ships may, and have, run in safely; but as there are some 12 or 15 coral cones, of narrow base, standing up like ninepins from the general level of the 27 feet channel, directly in the track of ships, striking or not striking is a mere matter of chance; no pilot can mark, designate or avoid them. Indeed, it is difficult to find them, as they are not more than a fathom broad at the apex. In my judgment, they should be at once buoyed or blown down by Maillefert's system. The expenditure consequent upon one of our frigates striking either of them, would exceed the cost of all necessary buoys.

With great respect, I am, gentlemen, your obedient servant,  
JNO. P. BALDWIN,  
*Collector, and Superintendent of Lights.*

Lieut. THORNTON A. JENKINS, U. S. N.,  
Brevet Capt. E. L. F. HARDCASTLE, U. S. T. E.,  
*Secretaries of the Light-house Board, Washington City.*

*Extract from the report of Captain D. Leadbetter, corps of engineers, light house inspector, 8th district, dated Mobile, Alabama, November 21, 1853.*

For the next year I am at present prepared to offer only the following project:

For new light-house at Port Pontchartrain	-	-	-	\$6,000
Do do Bayou St. John	-	-	-	6,000
Do do New Canal	-	-	-	6,000
For beacon-light at Proctorsville	-	-	-	3,000
For blind beacon on east end of Horn island	-	-	-	1,500
For making permanent five range-stakes at the Choctaw Pass and Dog River bar, Mobile	-	-	-	1,500

A new light house is much desired by the people of Florida, on the southwest cape between Appalachicola and St. Mark's. It is needed to warn vessels against the Ocklochony shoal, which lies east of that cape, and out of range of any existing light. Vessels bound to St. Mark's and Appalachicola are often endangered from the want of it, and the light would be of the greatest service to the Gulf coast mail line of steamers. The southeast end of the shoal should probably be marked, too, by a bell-buoy; but I consider that the Coast Survey can give the best information with regard to both, and therefore refrain from a more urgent representation. I believe that both are necessary to the safe navigation of these waters.

With regard to the new light-houses proposed on the south shore of Lake Pontchartrain and at Proctorsville, it need only be said that those now existing are wholly worthless, and are being repaired at this time, only in the hope of making them serve till new ones can be built.

The beacon on the east end of Horn island is asked for more particularly by the steamboat interest between this place and New Orleans. All the captains represent it as necessary. In the winter the prevailing northers drive the water out of the sound, leaving it too shallow for the boats to go through Grant's Pass, and they are thus obliged to go outside of Dauphin island. In coming east they pass out of, or going west run into, the sound, close in to the east end of Horn island. The point being low, and the weather often foggy, they are detained with the mails for want of the landmark proposed.

The range-stakes at Choctaw Pass and Dog River bar have hitherto been kept up by the steamboat interest at this place. Some of them are lighted at night, and this should be done by the government when they are made permanent. The channel to be dredged by the government is identical with the existing one, and the positions of the stakes, as represented on the "sketch" herewith, are the proper ones.

A cast iron pile at each point, rising ten feet above the water, with cross-wings of four feet spread, would be sufficient. All the captains here unite in asking for this improvement, and I cordially recommend it to the adoption of the board.

## No. 45.

INSPECTOR'S OFFICE, 8TH LIGHT-HOUSE DISTRICT,  
*Mobile, Alabama, November 26, 1853.*

SIR: By the enclosed letter, received this morning from W. Alex. Gordon, esq., president of the Mexican Gulf Railroad, and keeper of the beacon-light at Proctorsville, Louisiana, I learn that this latter establishment was destroyed by fire on the night of the 23d-24th instant.

A description of it will be found in my report of inspection last spring. The building was of no value, except as being available till another could be erected.

I shall direct Mr. Gordon to keep up the light, in the manner which he has adopted, and shall visit the place soon.

Very truly, sir, your obedient servant,

D. LEADBETTER,

*Captain Engineers, Inspector 8th District.*

Captain E. L. F. HARDCASTLE,  
*Secretary Light-house Board, Washington.*

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No. 46.

*Extract from the report of the special board for inspection of the work performed by New Orleans tow-boat companies, in deepening the channel through the bar at Southwest Pass of Mississippi river, dated November 14, 1853—board consisting of Bt. Major Beauregard, corps of engineers, and Bt. Major Reynolds, 3d artillery.*

"In conclusion, the board will take the liberty to recommend that a bell-buoy should be established at the entrance of the Pass, near one of the outside buoys, to direct the pilots in dark nights or foggy weather, for they complain that under these circumstances they dare not venture to take a ship in, being afraid to steer a little too far to the right or left of the entrance. These channel buoys, which are apt to be injured or displaced by the tow-boats constantly passing to and fro, ought also, in the opinion of the board, to be placed under the immediate charge and especial care of the revenue cutter, which is almost constantly anchored about this bar."

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No. 47.

COLLECTOR'S OFFICE,  
*Pensacola, October 16, 1853.*

SIR: In reply to your communication addressed to me, concerning the aids to navigation which might be required in this harbor, I beg leave to refer you to the accompanying communication, received by me from Commodore Josiah Tattnall.

I entirely concur with him in his suggestions, and think that nearly

everything requisite is embraced therein. In addition, however, I would recommend that new machinery and a more brilliant light be supplied to the light house.

With these alterations and additions I think that our harbor, with its great natural advantages, may be rendered accessible at all times to the most unskilled navigator.

Very respectfully, your most obedient servant,  
JOSEPH SIERRA, *Collector.*

THORNTON A. JENKINS, *U. S. N.,*  
Secretary to Light-house Board, Washington, D. C.

COMMANDANT'S OFFICE,  
Navy Yard, Pensacola, October 13, 1853.

SIR: I have the honor to furnish you with the results of my inquiries in regard to the improvements contemplated at the entrance of this harbor.

I consulted with the two pilots, Messrs. Oldmixon and Jones, and with the master of the yard, Mr. Pearson, all three well acquainted with the subject, and have come to the following conclusion:

The light-house is thought to be well located, but altogether too low, as it is, from many points at sea, concealed by the lofty pines which abound on the coast. It should therefore be carried up some twenty or twenty-five feet higher, or a new one built. A beacon near Fort McRae would also be very useful.

These changes, with a buoy in the deepest water of the bar, and one on the apex of the Middle Ground, will render the entrance to this harbor easy by night or day.

I am, sir, respectfully, your obedient servant,  
JOSIAH TATTNALL, *Commandant.*

JOSEPH SIERRA, Esq.,  
Collector of the port of Pensacola.

No. 48.

*Extracts from a communication from Lieut. Montgomery Hunt, U. S. N., Light-house Inspector of the 9th district.*

"The eastern shore of Padre island, extending for over one hundred miles due north and south, presents such an unvarying topography, that without the latitude by observation, the mariner cannot determine his position with any degree of accuracy. There is no high land on this island, or beyond the Laguna del Madre, on the main shore, that can be made available as a guide; and thus, as there are no means of determining the direction and force of the current unless quite near the land, it becomes a matter of speculation, rather than of certainty, as to what distance any observed point may be from either end of the island. When the parallels of latitude and longitude are cut by the shore-line of a coast at any considerable angle, either one of the above data will form an approximate

guide to the other; but when the shore-line coincides with either, the other must be determined by actual observation, or by some well known landmark. With these facts in view, I would suggest that two blind beacons be erected upon the eastern shore of Padre island, at the distances of thirty and sixty miles, respectively, north of the harbor of Brazos Santiago. The one might be a single screw-pile, and the other a tripod upon screw-pile foundations, with an elevation of fifty feet above the soil. \* \* \* \* \*

"The necessity for buoys in this district has been brought to your notice in the several communications which I prepared from time to time, as the circumstances which called them forth were presented to me. I will therefore merely add, that a large-sized buoy is required off Galveston bar, about one mile east by north of the outer buoy, which now marks the channel, or a screw-pile shaft should be sunk upon the bar itself, that vessels may readily determine the position of the entrance at any reasonable distance to the seaward."

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No. 48 bis.

ENGINEER DEPARTMENT,  
Washington, October 28, 1853.

GENTLEMEN: I have the honor to append, for the information of the Light-house Board, an extract from a memoir of Lieut. Walter H. Stevens, corps of engineers, recently received at this department; and am,

Very respectfully, gentlemen, your most obedient,

JOS. G. TOTTEN,

*Brevet Brigadier General, U. S. Engineers.*

To the SECRETARIES of the Light house Board,  
Washington City.

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"Since Captain McClellan reported on Pass Carvallo bar, I have been over it, and, at the suggestion of the pilots and experienced ship-masters, would recommend, if in my province to do so, the establishment of three buoys: one on the outer extremity of the bar; one on the inner side; and one off the end of the Middle shoal, near Decrow's Point."

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No. 49.

*Extract of a letter from the Collector of Customs at Saluria, Texas, dated October 20, 1853, recommending—*

A light-house at Aransas Pass, and two buoys for the bar. I believe the buoys are authorized by law, having been once placed, but long since washed ashore.

A light on Half-moon reef, in Matagorda bay, and a light on Gallinip-

per Point, Lavacca bay; both similar to the one erected on Redfish bar, in Galveston bay.

Four buoys, two for the bar and two for the bay. The buoys were placed several years ago on Pass Carvalho bar, but, like those of Aransas bar, have been driven from their anchorage. • • •

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No. 50.

OFFICE LIGHT-HOUSE INSPECTOR,  
*Buffalo, July 21, 1853.*

SIR: In accordance with your orders, I have examined the light house pier at the mouth of river Raisin, near Monroe, Michigan.

The beacon is a frame structure, having a foundation of piles, which remains secure. The pier-head or crib work surrounding this foundation has settled unequally, so that the lake end is three feet lower than the land end. It was probably built with a bottom, to which this settling must be attributed. The timber being in a good state of preservation, it would not seem judicious to tear down any portion of it. I therefore propose to place a protecting crib at the extremity of the pier, on its prolongation, and at a distance from it of about three feet; the openings between the pier-head and the new crib to be covered by a double row of piles, well secured by lateral ties, so as to prevent the washing out of the stone. Build up the present pier-head to its original height, and throughout this portion tie it firmly with the new work. The new crib, besides offering protection to the new beacon, also prolongs the light house pier, which is the weather-pier, about thirty feet. It is proposed, also, to close two breaches in the pier, and repair in front of the keeper's house, which will exhaust the amount of the appropriation.

A portion of this pier adjacent to the pier-head, for a distance of 364 feet, remains in an unfinished though perfect state of preservation. It is submerged about three feet. It is 18 feet wide. The posts rising some four feet above the water, tend to break the wave. To these posts a foot-bridge is attached, which enables the keeper to serve the light. The remaining portion of the pier, about three logs above water, and of a length of 512 feet, is in a very dilapidated condition, and will need renewing very soon. A portion of it has an inclination towards the channel, owing to its narrow base, which is only eight feet. In renewing it, a work with a base of much greater width should be constructed.

I submit herewith an estimate for repairs, limited to the amount of the appropriation.

Very respectfully, your obedient servant,

J. C. WOODRUFF, *Capt. Top. Eng.,*  
*Light house Inspector, 10th District.*

Capt. E. L. F. HARDCASTLE, *Corps Top. Eng.,*  
*Secretary Light-house Board.*



*Estimate for a protecting crib, 28 feet by 35 feet, to cover the pier-head on which stands the beacon at the mouth of river Raisin, Michigan.*

Each course, 4 side-logs and 2 stringers, 12 inches by 12 inches, and 3 ties, 10 inches by 12 inches—		
23 courses, 6,440 feet, at 15 cents	-	\$966 00
Levelling the present pier-head, 490 feet, at 15 cents		73 50
23 piles, 12 inches diameter, each 35 feet, 805 feet, at 10 cents	-	80 50
Iron for bolts, 500 lbs., at 5 cents	-	25 00
Plank, 4,000 feet, at \$11 per thousand	-	44 00
Spikes, $\frac{1}{2}$ keg	-	4 00
Stone, 160' cords, at \$6 50	-	1,040 00
Labor	-	800 00
Machinery, tools, &c.	-	400 00
Superintendence, 50 days, at \$3 50	-	175 00
		<hr/>
For repair of two breaches and in front of keeper's house:		\$3,608 00
Side-logs, 12 inches by 12 inches, 2,280 feet, and ties, 10 inches by 12 inches, 1,824=4,104 feet timber, at 15 cents	-	615 60
Plank, 9,000 feet, at \$11 per thousand	-	99 00
Iron for bolts, 400 lbs, at 5 cents	-	20 00
Spikes, 1 keg	-	6 50
Stone, 50 cords, at \$6 50	-	325 00
Labor, including tearing down old work	-	675 45
Superintendence, 30 days, at \$3 50	-	105 00
		<hr/>
		1,846 55
		<hr/>
		5,454 55
Contingencies, 10 per cent.	-	545 45
		<hr/>
		6,000 00
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J. C. WOODRUFF,

*Captain T. E., Light-house Inspector, 10th district.*

Capt. E. L. F. HARDCASTLE, *Corps Top. Engs.,*

*Secretary of Light house Board.*

No. 51.

*Extract of a letter from W. B. Snowhook, Esq., superintendent of lights at Chicago, Illinois, dated October 38, 1853.*

\* \* \* \* \*

The improvement of the harbor at Michigan City consists of a break-water, connecting with which is a bridge pier, being built by government. To enable vessels to enter this harbor at night with safety, a beacon should be erected when the works are completed. Considering the rapid

increase of the commerce of Michigan City, I consider this beacon as being absolutely necessary, and is much desired by the citizens of that place.

At Waukegan a breakwater is in progress of construction, under the directions of the War Department. I would recommend that an iron light-house, on a suitable crib-work foundation filled with stone, be built at the north end, and connected with the breakwater now in progress of construction, where a light of some kind will, in my opinion, be absolutely necessary.

The present light-house, being half a mile west of the breakwater, would not then be required. I would beg leave to state here that this light-house is in a dilapidated condition, and defective in every respect; and, if it is the intention of the government to preserve it, the necessary repairs cannot be made too soon. The tower is built with soft brick, the centre of the wall being filled with a mixture of gravel and bad lime, with little if any adhesion. The action of the frost has caused the outside brick to scale off in many places to a depth of three inches in the wall. The foundation was not laid deep enough in the ground, and an embankment was made around the base to protect it from the action of the frost.

The deck or platform is lower, instead of higher, at the centre; consequently the water lodges around and runs inside the lantern. It will be seen, from the present condition of this light-house, that the repairs, if any be made, would require a new outside wall of hard brick, to be built from foundation to deck, with a stone coping on the top, and the deck raised in the centre and covered with galvanized iron of a proper thickness. The work should be done by days' work, properly superintended, as contract work is almost invariably slighted.

At Chicago harbor, I think that eventually it would be a saving to government to construct an iron beacon, similar to that above described, on the end of the north pier, in place of the frail structure in present use.

I am satisfied that three good and permanent buoys, placed as follows, would benefit navigation: one on the south end of the bar, from the end of the north pier south,  $35^{\circ}$  east, 1,100 feet; one on the south side of the north channel, from the end of the north pier south,  $70^{\circ}$  east, 350 feet; one on the north side of the north channel, from the end of the north pier,  $60^{\circ}$  east, 175 feet.

If buoys could be kept stationary at the places above designated, it would undoubtedly be a great benefit to vessels of all descriptions, when entering and leaving the harbor, and would be the means of preventing many vessels from getting aground on the bar.

The harbor at Calumet river, which has been hitherto entirely neglected by government, could be made, with comparatively small expense, one of the best harbors on the western lakes. By removing the bar at the entrance, it would afford protection to the shipping, no matter from what quarter the wind might blow.

When a strong north or northeast wind blows, vessels making the port of Chicago are in danger either of being driven against the south pier, or of being carried away south and beached near the mouth of Calumet river; whereas, if the bar were removed, they would have no difficulty in making the entrance of Calumet river and finding shelter.

Every season several vessels are driven ashore at this place, and under these circumstances. In consequence of this bar, the mouth of the river has become so changed that the light-house is now about half a mile from the mouth, whereas the original mouth was close by it.

I am, very respectfully, your obedient servant,

WM. B. SNOWHOOK,

*Collector, and Superintendent of Lights.*

Lieut. THORNTON A. JENKINS, and

Capt. EDMD. L. F. HARDCASTLE,

*Secretaries of the Light-house Board, Washington.*

### No. 52.

#### *To the Honorable the Secretary of the Treasury:*

We, the undersigned, vessel owners, captains, and others, interested in the commerce of the lakes, would respectfully represent that the keeping up of the light at the mouth of the Calumet river results in serious inconvenience, and greatly endangers both property and life, from the fact that there is no harbor, and the light is mistaken for that at Chicago.

In view of these facts, we respectfully petition your department to have the same discontinued.

CHICAGO, Oct. 28, 1853.

#### *Owners.*

N. Ludlington & Co.,  
Robt. Meadowcroft,  
G. Johnson,  
Wallace & Smith,  
Geo. F. Forster,

S. Lind,  
J. Barber,  
Wm. M. Feny,  
C. Y. Richmond.

#### *Captains.*

D. A. Reed,  
Jas. McLure,  
Joseph Murphey,  
John Dwyer, mate,  
H. B. Ketchmun,  
F. Mafo,  
B. Wohin,  
Henry Miller,  
C. McNeil,  
Jno. W. Brown,  
Chas. H. Lewis,  
A. R. Atkins,  
D. H. Green,  
J. Dorchester,  
Capt. David McIntosh,  
F. Clemson,  
Henry Berkley,  
W. C. Rodgers,  
Wm. M. Mund,  
Ezekiel Dey,

N. Haven,  
Jno. Crosbey,  
E. A. Stone,  
R. N. Adams,  
A. Morby,  
Wm. Scott,  
Wm. Just,  
Stephen Buel,  
W. H. Dobson,  
J. H. Waters,  
G. M. Suyter,  
C. W. Aversell,  
J. B. Warren,  
Richmond & Co.,  
Tarleton Jones,  
B. Shephard,  
Chas. Sanford,  
P. F. Hood,  
Jas. B. Brown,  
Jas. Charloner.

*Seamen.*

C. R. Cole,  
 Robt. Rodgerson,  
 Jas. Suliven,  
 Jno. Welch,  
 Mellson Read,  
 Geo. Thomson,  
 Peter Cameron,  
 C. Bulerfeld,  
 Wm. Porter,  
 Hugh Darian,  
 Saml. Ralison,  
 Hry. Russell,  
 E. McKerboy,  
 Jas. Brooks,  
 Jesse Philips,  
 Andrew Bennet,  
 G. M. Evers,  
 Israel Nasburn,  
 Jno. Ware,  
 Joseph Kurpton,  
 Wm. C. Ogier,  
 Alex. Pated,  
 D. McAlister,  
 Jno. Rodgers,  
 Jno. D. Nason,  
 A. C. Ratten,  
 Jno. Thomson,  
 H. Fedder,  
 Jno. C. Bremer,  
 G. H. Reynolds,  
 Wm. Smith,  
 Jas. Davis,

R. D. Burns,  
 W. D. Jackson,  
 Jno. Coyle,  
 R. H. Hayes,  
 Saml. Moore,  
 Wm. Nelson,  
 J. A. Brooks,  
 Wm. Magill,  
 Chas. Scofield,  
 G. T. Hands,  
 Geo. Russell,  
 Jno. M. Madre,  
 Henry Withers,  
 Robert Gun,  
 Thos. Marshal,  
 J. Cook,  
 J. Philips,  
 E. T. Atkins,  
 E. W. Headley,  
 Benj. Davis,  
 Geo. Goulding,  
 Thos. G. Bunowy,  
 John Morgan,  
 Geo. Long,  
 Pat. Gready,  
 Jno. Curry,  
 Jno. McDonald,  
 Frederick Rice,  
 Amos Holmes,  
 A. H. Cavert,  
 J. A. Van Buskirk.

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No. 53.

BUREAU OF TOPOGRAPHICAL ENGINEERS,  
*Washington, November 10, 1853.*

SIR: In the light-house law of March 3, 1853, there is an appropriation in the following words:

“For making the foundations of two light-houses, (one to be a beacon-light on the St. Clair flats) ten thousand dollars, the places to be selected, and the work executed, under the direction of the Topographical Bureau.”

The foundation of these structures will cost much more. It is therefore recommended that an additional estimate be submitted of \$20,000.

Respectfully, sir, your obedient servant,

J. J. ABERT,

*Colonel Corps Topographical Engineers.*

Capt. E. L. F. HARDCASTLE,

*Secretary Light-house Board, Washington, D. C.*

SAN FRANCISCO, *September 30, 1853.*

GENERAL: I have found it necessary to remove the light-house lately erected on Fort Point, and I await further instructions as to its rebuilding.

The promontory of Fort Point consists mainly of a soft sandstone, mixed with hard boulders—the whole not too hard to be removed by picks, and requiring blasting. Extensive blasting operations have been commenced and carried on with successful results. Temporary accommodations have been constructed for a force of between sixty and eighty men. It will be seen from the sketch forwarded by the last mail, that nearly every ton of rock or earth removed will require two removals before the site can be prepared for the foundations of the main work. The almost inaccessible position of the promontory, especially by water, materially increases the delay and the expense. I would therefore suggest, as important to the rapid completion of the mounting of guns here, that some decision be given upon the battery projected in rear of the main work, crowning the neck of the promontory. This does not seem, from the plan, to be so connected with the body of the work as to require that the latter should be built first. Its construction is single, and I am inclined to think that it could be ready in two or three months, at furthest, to receive its armament. Some modifications might be made, from the fact that the shore extends nearly 150 feet farther into the bay than the position given by the sketch on which the plan is drawn. This, by advancing the main work, will give nearly a hundred feet additional length to the crest of the battery, and room for a corresponding number of guns.

The urgency of the instructions given to Colonel Mason for rapid prosecution of the works, and his opinion relative to this matter, many times expressed to me during his illness, has induced me to call the attention of the department to it.

I have to request that you will cause funds to the amount of \$10,000 to be placed in the hands of such officer as may be detailed for the charge of this work. With reference to the money left by the late Col. Mason, I have to report that the requisite legal formalities are nearly completed, and the amount will be turned over to me, subject to the order of his successor. I shall have, therefore, with the draft of \$10,000 drawn, by the last mail, on Major Frazer, sufficient to meet any contingency in our operations which may arise until his arrival at this place, expected in November.

I am, General, your most obedient servant,

WM. H. C. WHITING,  
*First Lieutenant of Engineers.*

General J. G. TOTTEN,  
*Chief Engineer U. S., Washington.*

## A S.

*Statement of the cost of custom-houses built or purchased by the United States, and the dates of the expenditures, at the several ports; together with the amount of appropriations for those now in the course of construction.*

*Kennebunk, Maine.*—The custom-house was purchased November 19, 1832, for the sum of \$1,575. The deed, and a letter from E. Shepley, esq, U. S. district attorney, in approval of the title, are on file in the First Comptroller's office.

*Castine, Maine.*—The custom-house was purchased April 6, 1853, of D. Perham, for \$800; additional site and room purchased May 26, 1849, of inhabitants of Hancock county, for \$400. The sum of \$750 has been expended in repairs.

The deeds, deed of cession of jurisdiction from the State of Maine, and the Attorney General's opinion in favor of the title, are on file in the First Comptroller's office.

*Eastport, Maine.*—The site was purchased July 3, 1847, for \$2,780. There have been expended on the structure, \$32 509 60.

The deed, and the deed of cession of jurisdiction from the State of Maine, are on file in the First Comptroller's office.

*Wiscasset, Maine.*—The custom-house was purchased November 3, 1848, for \$2,000; in 1849, \$200 were expended in repairs.

The deed, deed of cession of jurisdiction from the State of Maine, and the Attorney General's opinion in favor of the title, are on file in the First Comptroller's office.

*Portland, Maine.*—The exchange building was purchased of the city of Portland, July 5, 1849, for \$149,000; in 1852, \$1,400 were expended in repairs.

The deed is on file in the First Comptroller's office.

*Portsmouth, N. H.*—The custom-house was purchased August 21, 1817, for \$8,000.

The deed is on file in the First Comptroller's office.

*Salem, Mass.*—The site was purchased June 23, 1818, for \$5,000. During the year 1820, \$14,271 77 were expended on the structure.

The deed is on file in the First Comptroller's office.

*New Bedford, Mass.*—The site was purchased April 13, 1833, for \$4,900. Previous to December 31, 1840, \$26,000 were expended on the building; and in 1850, \$840 for repairs.

The deed is on file in the First Comptroller's office.

*Newburyport, Mass.*—The site was purchased August 9, 1853, for \$3,000; \$20,189 40 were expended on the structure previous to December 31, 1835.

The deeds are on file in the First Comptroller's office.

*Boston, Mass.*—The site was purchased August 29, 1837, of the "Central Wharf" and "Long Wharf" companies, and the city of Boston, for \$190,000. The structure cost \$886,658, and the furniture \$24,452 13.

The deeds are on file in the First Comptroller's office.

*Providence, R. I.*—The site of the custom house and warehouse was purchased November 26, 1817, for \$3,000; since that date, \$10,395 have been expended on the building.

The copy of the deed is on file as above.

*Newport, R. I.*—The site was purchased September 16 and September 29, 1828, for 1,400. In 1829 the sum of \$5,600 was expended on the building.

The deeds are on file in the First Comptroller's office.

*New Haven, Conn.*—The custom-house and site were purchased January 2, 1818, for \$5,000. In 1820 the sum of \$2,481 88 was expended on the structure; and in 1834, \$900.

*Middletown, Conn.*—The site was obtained through the conveyances, the first dated February 8, 1853, consideration \$1,500; the other dated May 22, 1833, consideration \$2,000. Previous to December 31, 1836, there were expended \$12,176 64.

The deeds, and a letter of the United States district attorney approving of the title, are on file in the First Comptroller's office.

*New London, Conn.*—The site was purchased February 18, 1833, for \$3,400. Previous to December 31, 1835, \$14,600 were expended on the structure; in 1840, \$1,700 were expended in repairs, and in 1843, \$637 37. A copy of the deed, with the deed of cession of jurisdiction from the State of Connecticut, are on file in First Comptroller's office.

*New York city.*—The site of the custom-house was purchased December 2, 1816, December 7, 1832, December 10, 1832, and January 9, 1833, for the aggregate sum of \$270,000. The structure, erected between the years 1833 and 1843, cost \$928,312 90. Copies of the title-deeds are on file in the First Comptroller's office.

*Philadelphia, Penn.*—The custom-house was purchased August 27, 1844, for \$225,000, "in addition to the proceeds of sale of the present custom-house." In 1846 there were expended for repairs \$31,987 82, and 1851, \$7,500. The deed, abstract, and chain of title, comprising the original title papers of this property, (better known as the United States Bank building), are on file in the First Comptroller's office.

*Erie, Penn.*—The custom (formerly United States Branch bank) building was purchased July 2, 1849, for \$29,000. The deed, brief, and chain of title, are on file in the First Comptroller's office.

*Baltimore, Md.*—The site of the warehouse was purchased June 10, 1833, for \$30,000. Between that date and June 30, 1845, the sum of \$241,397 was expended on the structure. The deed is on file in the First Comptroller's office.

The site of the custom house, and the structure itself, were a part of the property of the Baltimore Exchange Company, of which the conveyance was executed July 6, 1817, for a consideration of \$70,000.

An addition to the custom-house was purchased of the Merchants' Exchange Company of Baltimore, November 22, 1852, for \$110,000; which sum included the cost of the site, and the amount to be paid for certain repairs to the property which have been made.

The latter deed of conveyance, and a copy of the former, are on file in First Comptroller's office, with deed of cession of jurisdiction from the State of Maryland, and Attorney General's opinion in favor of the title.

*Alexandria, Va.*—The custom house was purchased November 25, 1820, for \$6,000. In 1822, \$1,319 26 were expended in repairs. The deed of this property is on file in the First Comptroller's office.

At the date of the purchase of this property the State of Virginia exercised no jurisdiction over the county of Alexandria, the same being a part of the District of Columbia, and under the jurisdiction of the United

States ; consequently, no deed of cession of jurisdiction was then necessary.

On the 9th July, 1846, the county of Alexandria was retroceded to Virginia, Congress reserving the right of property in the custom-house to the United States. In the Code of Virginia, (1849,) chap. 2, page 58, certain enumerated places are recognised as being subject to the jurisdiction of the United States, but this custom-house is not mentioned; in short, Virginia has never, as far as ascertained, confirmed the jurisdiction of the United States over this property. The governor of Virginia has been requested to bring this omission to the attention of the legislature of that State, with a view to the passage of a law giving the United States jurisdiction over the property in question.

*Wilmington, N. C.*—The site purchased March 19, 1819, for, \$15,000; additional site purchased May 17, 1845, for \$1,000 Previous to 30th June, 1847, \$39,000 expended on building, and in the year 1849, \$2,039 75 for furniture. Deeds on file in First Comptroller's office.

*Savannah, Ga.*—Site purchased December 16, 1845, for \$7,725, and July 26, 1847, \$13,000. The custom-house was reported as completed July 28, 1852; previous to which, \$146,722 85 had been expended on the structure, and \$5,960 12 on the furniture. The deeds, deed of cession of jurisdiction from the State of Georgia, and other title-papers, are on file in the First Comptroller's office.

*Key West, Fla*—A part of the site was purchased July 26, 1833, for \$1,000. The Register of the Treasury has no minute of this expenditure. The deed is on file as above.

It will be noticed that, in several of the places above referred to, the United States have not obtained deeds of cession of jurisdiction.

Statement of the appropriations for custom-houses, &c., now in the course of erection under the Treasury Department, and the cost of the several sites for the same :

*Bath, Me.*—The amounts and dates of the appropriations for the custom-house and post office are as follow :

1850, September 30. ....	\$2,500
1852, July 21 .....	11,000
1853, March 3 .....	12,000

48,000

The site was purchased February 7 and November 18, 1852, for \$15,000. The work is in progress, under a conditional contract for the excavations, foundations, and all stone and brick masonry ; the building is to be constructed of granite, and completed September 1, 1856. The deeds, abstract of title, deeds of cession of jurisdiction from the State of Maine, and the opinion of the Attorney General in favor of the title, are on file in First Comptroller's office.

*Bangor, Me.*—Appropriations :

1850, September 30.....	\$50,000
1852, July 21.....	15,000
1853, March 3 .....	15,000

80,000



The site was purchased June 5, 1851, for \$15,000. This work is under contract, and under the supervision of three commissioners; the foundations are nearly finished. The building is to be of granite and iron, and to be completed December 1, 1854. The deed and other title-papers, as above, are on file in First Comptroller's office.

*Waldboro', Me.*—The appropriation for the custom-house, post-office, and other government offices, was made August 31, 1852, and amounts to \$12,000. The site was purchased November 9, 1852, and, with incidental expenses, cost \$2,247. The deed and other title-papers are on file as above.

*Wilmington, Del.*—The appropriations for custom-house, post-office, and court-rooms at this port are as follows :

1852, August 31.....	\$25,000
1853, March 3.....	3,500
	<hr/>
	28,500
	<hr/>

The site, purchased May 27, 1853, cost \$3,500. A conditional contract is made for a stone building, to be completed October 1, 1855; the foundations are now finished.

*Pittsburgh, Pa.*—The appropriations for the custom house, post-office, court-rooms, &c., are as follow :

1851, March 3.....	\$75,000
1852, July 21.....	35,000
	<hr/>
	* 110,000
	<hr/>

The site, purchased May 8, 1851, and September 27, 1852, cost \$41,000. This work has been built by contract, under the superintendence of an architect appointed by the department; the building, of cut-stone, is nearly finished, and the lower story is ready for occupation. The deeds, &c., are on file as above.

*Cincinnati, Ohio.*—Appropriations for custom-house and other offices :

1850, September 30.....	\$50,000
1851, March 3.....	25,000
1852, July 21.....	50,000
1853, March 3.....	87,745
	<hr/>
	212,745
	<hr/>

The site was purchased September 24, 1851, for \$50,000. Conditional contracts are made for construction of this work by the 1st December, 1856, under the superintendence of an architect appointed by this department. The building is to be of stone; the foundations are completed, and the cut-stone work commenced. The deeds and other title papers are on file as above.

*Louisville, Ky.*—The appropriations for the custom-house, post office, court rooms, and other United States offices :

1851, March 3	-	-	-	-	-	\$75,000
1852, July 21	-	-	-	-	-	16,000
1853, March 3	-	-	-	-	-	87,745
						<hr/> 178,745 <hr/>

Site purchased October 7, 1851, for \$16,000.

A contract has been made for the excavations and rubble-stone masonry of the foundations, which are nearly completed.

The deeds, &c., are on file as above.

*St. Louis, Mo.*—Appropriations for custom-house and other United States offices :

1850, September 30	-	-	-	-	-	\$50,000
1852, July 21	-	-	-	-	-	37,000
1853, March 3	-	-	-	-	-	115,000
						<hr/> 202,000 <hr/>

Site purchased October 30, 1851, and February 26, 1852, for \$37,000.

Contracts are now in the course of preparation for this work. The date of its completion will depend upon the material used in its construction.

The deeds and other title papers are on file as above.

*Norfolk, Va.*—Appropriations for custom-house and post office:

1850, April 30	-	-	-	-	-	\$50,000
1852, July 21	-	-	-	-	-	30,000
1853, March 3	-	-	-	-	-	30,000
						<hr/> 110,000 <hr/>

Site purchased February 28, 1852, for \$13,000.

Conditional contracts are made for the completion of this work by the 1st December, 1855; the building is to be of granite. The foundations are nearly completed. The work is under the superintendence of an architect appointed by the department.

The deeds, &c., are on file as above.

*Richmond, Va.*—Appropriations for custom-house, post office and court rooms:

1851, August 31	-	-	-	-	-	\$100,000
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The site was purchased for \$61,000.

The deeds, &c., are on file as above.

*Charleston, S. C.*—Appropriations for a custom-house are as follow:

1847, March 3	-	-	-	-	-	\$30,000
1848, August 12	-	-	-	-	-	100,000
1849, March 3	-	-	-	-	-	50,000
1850, September 30	-	-	-	-	-	100,000

1851, March 3	-	-	-	-	-	\$100,000
1852, August 31	-	-	-	-	-	200,000
1853, March 3	-	-	-	-	-	100,000
						<hr/>
						680,000
						<hr/>

The site, purchased July 10, 1849, cost \$130,000.

The foundation has been piled, and the basement, of granite, commenced; the superstructure is to be built of marble; the construction of this edifice is under the superintendence of an architect appointed by the department.

The deeds, &c., are on file as above.

*Mobile, Ala.*—Appropriations for custom-house, post office and court rooms:

1850, September 30	-	-	-	-	-	\$100,000
1852, July 21	-	-	-	-	-	100,000
						<hr/>
						200,000
						<hr/>

On the 31st October, 1851, a site, as additional to the site of the former custom-house, was purchased for the sum of \$12,500.

This structure is to be of granite, and a contract is made for that material, and another for the construction of the building, which is to be completed July 1, 1856; the contractor has commenced on the excavations for the foundation.

This work is under the superintendence of an experienced officer of the United States engineers, detailed, in connexion with other duties, for that purpose.

The deeds, &c., are on file as above.

*New Orleans, La.*—Appropriations for a custom-house:

1845, March 3, (plan)	-	-	-	-	-	\$ 500
1847, March 3	-	-	-	-	-	100,000
1848, August 12	-	-	-	-	-	130,758
1849, March 3	-	-	-	-	-	150,000
1850, May 15	-	-	-	-	-	100,000
1850, September 30	-	-	-	-	-	200,000
1851, March 3	-	-	-	-	-	250,000
1852, August 31	-	-	-	-	-	150,000
1853, March 3	-	-	-	-	-	324,000
						<hr/>
						1,405,258
						<hr/>

The site, conveyed the 27th January, 1848, by the first municipality of New Orleans to the United States, comprises the square bounded by Levee, Canal, Custom-house, and New Levee streets—a most munificent donation.

This immense work is constructed of granite; the exterior walls, which are now raised to an average height of 45 feet above the banquettes, are fully backed up with brick, thus making the wall four feet thick ex-

clusive of projections. The partition walls and arches are massive and strong; and everything about the building is constructed with a view to permanence and great strength. This work is under the superintendence of a distinguished officer of the corps of United States engineers.

A notarial copy of the deed is on file as above.

*San Francisco, Cal.*—Appropriations for a custom house, post office and other United States offices, until the whole building is needed for custom-house purposes:

1850, September 30	-	-	-	-	-	\$100,000
1851, March 3	-	-	-	-	-	300,000
1852, July 21	-	-	-	-	-	40,000
1853, March 3	-	-	-	-	-	25,000
						<hr/> 465,000 <hr/>

The site of this structure, on the block bounded by Jackson, Battery, Washington and Sansome streets, being a part of the government reserve, a part of the foundation has been piled at an expense of \$150,427 09. The further prosecution of this work is suspended until the department is satisfied in regard to the validity of the title to the site.

*Astoria, Oregon.*—Appropriations for a custom-house:

1851, March 3	-	-	-	-	-	\$10,000
1852, August 31	-	-	-	-	-	30,000
						<hr/> 40,000 <hr/>

It is proposed to erect the custom-house on the military reserve.

Plans and specifications for a brick building have been made, but no contract has been entered into for its construction.

### A T.

#### *Regulations for the construction of custom-houses and other buildings.*

1. The duties of this division comprise the selection and purchase of sites for all buildings under the Treasury Department; the procuring of cession of jurisdiction to the United States by the States in which the sites may be situated; the making of plans and estimates for custom-houses, mints, and marine hospitals; the general superintendence of their construction; and the collection, arrangement, and preservation of all reports, memoirs, estimates, plans, and models, relating to all buildings in charge of the Treasury Department.

2. The officer in charge of this division will, with the clerks employed therein, occupy room No. . He shall, under the direction of the Secretary of the Treasury, have supervision of all agents employed in the construction of buildings for the Treasury Department, in everything relating to their official duties, and to the disbursement of moneys placed in their hands in the performance of those duties. He shall

personally inspect buildings under construction by agents of the department as often as may be deemed necessary by the Secretary of the Treasury, and report the result to him; including in his report such suggestions in relation to the affairs of the different works as he may deem expedient and proper. The report will embody full information on the following subjects: conformity of the work to the plan; its adaptation to the object for which it was intended; any alteration which may tend to the better attainment of that object; the quality of the materials used, and the character of the workmanship. The organization of the force, and administration of the affairs of the work, will be fully explained. He shall prepare and present to the Secretary of the Treasury, on or before the first of November of each year, a report of operations of the division for the year ending June 30 preceding, accompanied by an estimate of funds required for the use of each work during the current and ensuing years.

3. During the occasional absence of the officer in charge of the division, the senior clerk will attend to the duties thereof, so far as may be convenient and practicable.

4. In this division shall be kept exact records of all official transactions of the department, comprising files of all papers received, copies of all communications sent, and records of all reports and decisions made. All plans, models, maps, deeds of sites, or copies thereof, of the several works planned and executed under the Treasury Department, must be carefully preserved.

5. Briefs will be made of all papers filed in the office, and such copious indices as will facilitate the despatch of any business requiring a reference to the files of the division.

6. No paper, drawing, model, or map, or copies of the same, will be taken from the office without the sanction of the Secretary of the Treasury.

7. The superintendent charged with the construction of any building under the Treasury Department will be furnished from this division with plans and instructions for his guidance, and he alone will be held responsible for the faithful execution of the same. Before commencing the work, he will test the accuracy of the metes and bounds of the site; and, when satisfied on this point, he will cause them to be marked by stone, or other indestructible landmarks. He will cause the deed of title and act ceding jurisdiction to be recorded, if not already done, in the proper office of record, taking copies of each for the use of his own office. He will transmit the originals to this office, to be deposited in the Treasury Department.

8. Should there be reason to suspect the stability of the foundation of any building under his charge, the superintendent will remove all doubts by digging or boring. He will ascertain the quality and cost of the required building materials, and the facilities of procuring them in the vicinity of the work. He will endeavor to ascertain the character and responsibility of those who may propose to offer for the execution of the work, or the delivery of materials, and communicate all the information he may obtain on the subject to the department.

9. When, in the opinion of the superintendent, at the commencement of a work, it becomes necessary to erect temporary buildings—as barracks for workmen, storehouses, offices, stables, workshops, &c.—a plan,

elevation, and sections of the proposed buildings, and an estimate of the cost, will be forwarded to the department for the decision of the Secretary. A report stating the necessity of the proposed buildings will accompany the plans and estimate.

10. When it is found necessary to construct wharves for the reception of materials, or for the future accommodation of the business of the custom-house or other building, all requisite plans and estimates must be transmitted to the department. Where it is practicable, permanent wharves, that may be required for future use, should be at once erected, to avoid the unnecessary expenditure of money on temporary structures.

11. At the commencement of a work, the superintendent will transmit to the department a list of all persons he may think it indispensable to employ for the most efficient and economical prosecution of the work, together with a statement of the proposed compensation of each class of services. Should it become necessary to increase the number of clerks, overseers, master-mechanics, or to raise the wages of any one employed on the works, such increase will be first reported to the department, with the reasons therefor.

12. The superintendent, being responsible for the faithful and economical execution of the work in his charge, is required to inspect, or cause to be inspected, all materials delivered for the work, and to receive or reject them, as in his judgment may seem proper, taking care that none but the best be received, and that the workmanship is of the best description. He will establish rules and regulations for the government of those employed by him, and will see that they are faithfully observed. He will employ such master-mechanics, inspectors, overseers, mechanics, and laborers, as he may deem necessary, and shall have power to dismiss them.

13. No agent or other person employed on the work shall be directly or indirectly interested in any contract for labor or supplies, nor will he be permitted to hire any hand, vessel, vehicle, or team of his own, or in which he has an interest, on the work on which he is himself employed.

14. Funds required for the prosecution of the work on any building being erected under the Treasury Department, will be advanced on the estimates of the superintendent, (form No. 1,) which estimates will be placed by him in the hands of the disbursing agent, to be forwarded to the department at the commencement of each month.

15. Wherever practicable, disbursements will be made by check on the sub-treasurer of the United States in the city or town where the work is situated. The disbursing agent will render his accounts quarterly—viz: March 31, June 30, September 30, and December 31—to this office, where they will be examined, and, if found correct, will be sent to the proper auditing officer of the treasury. The vouchers, abstracts, and accounts current, necessary to a prompt and correct settlement of the accounts, must be forwarded within four days after the expiration of the quarter to which they belong.

16. Any disbursing agent who shall fail to render his accounts in manner hereinbefore prescribed, will thereby become liable to dismissal from office.

17. Explicit receipts (form No. 2) must be taken for all purchases and expenditures, except those for personal services, and must show the

nature, quantity, cost, and all other circumstances necessary to a clear understanding of the transaction.

18. Expenditures for personal services must be exhibited on separate monthly pay-rolls, (form No. 3;) and if any portion of the amount on such roll be not paid at the end of the quarter, it will be entered on a non-payment roll, (form No. 4,) and accompany each succeeding quarterly cash account until paid.

19. The quarterly cash papers are, an abstract in triplicate, (form No. 5;) accounts current, also in triplicate, (form No. 6;) vouchers in triplicate, (form No. 2,) for all expenditures during the quarter. Upon the abstracts will be entered the amount of each voucher and pay roll. The account current will exhibit the amount of funds on hand at the expiration of the last quarter, the amount received during the current quarter, the amount expended during the same period, and the balance at the end of the quarter. One abstract, one account current, and one set of vouchers, will be sent to the department; the duplicates of the same will be retained by the disbursing agent and the superintendent.

20. All vouchers must be signed by the person to whom the amount is due, or by some one duly authorized to sign his name and receive the money; and in the latter case the power of attorney to sign and receive should accompany the voucher. Persons who are unable to write will make their marks as signatures, which must be attested by witnesses present when made.

21. It shall be the duty of the person in charge of this division minutely to examine all accounts transmitted by the disbursing agents under this department, with respect to prices, and the objects and character of expenditure; and to enable him to make such examination understandingly, he will be furnished by the superintendent of each work with a "price current," published in the town or city where the work is situated, or the nearest town or city to it. Should any of the accounts be found objectionable, they will be returned for explanation or correction.

22. When not otherwise directed, the superintendent may make contracts for the supply of materials, or for doing separate portions of the work. Contracts must, as far as possible, be limited to one kind of operation, or one species of supply. In all cases proposals for contracts will be invited through the newspapers, or in some other public manner, at least sixty days before the bids are opened. Bidders will be allowed to be present at the opening of the bids if they desire it. When a bid is accepted, a contract, with full specifications, will be drawn up and transmitted to the department for the decision of the Secretary of the Treasury. The contract will be accompanied by a list of all the bids, together with such information as the superintendent may have been able to obtain as to the character and responsibility of the bidders. This contract will not be binding on the United States until approved by the Secretary of the Treasury. It is not to be understood that any agent of the Treasury Department is bound to accept the lowest bid—the object of the advertisement is to invite competition. After receiving proposals, every agent will exercise a sound discretion as to accepting or rejecting even the most favorable offer received. Contracts should be drawn in triplicate—one for the department, one for the superintendent, and one for the contractor—and must be attested by two witnesses. Mere verbal

agreements for the supply of materials to any great extent should be avoided. In such cases a regular legal instrument should be executed. The superintendent will accompany each contract with his certificate, stating that the contract was given to the lowest responsible bidder, that he believes the prices to be reasonable, and that no member of Congress, or any person employed on the work, is directly or indirectly interested in the contract.

23. Contracts for services or supplies under the Treasury Department will only be made with those who are to render the one and furnish the other—namely, master-workmen and dealers; and no contract will be transferred under any circumstances, but the same must be executed by the original obligor, or, in case of his death, by his legal representative.

24. To guard against claims for extra work, care will be taken to mention in the specifications all the work that can be anticipated; but should it happen that additional stipulations are afterwards found to be necessary, new contracts covering them will be made and submitted for the action of the Secretary of the Treasury.

25. To secure the faithful performance of contracts under the Treasury Department, the superintendent will require at least two good and sufficient sureties to each contract; and no officer, agent, or other person who is under bond to the United States, or on a bond for any other officer or agent, will be admitted as surety for the fulfilment of a contract under this department. As additional security, ten per cent. will be retained out of each payment, to be paid over to the contractor upon his completing his contract to the satisfaction of the superintendent; or, in default of his so doing, to be forfeited to the United States.

26. The superintendent having charge of the construction of a custom-house, or other building under the Treasury Department, will keep the following books:

A "Letter-book," in which will be copied all letters relating to the work.

A "Journal," containing daily records of the occupation of every person employed on the work.

A "Book of Materials," in which will be entered, under its appropriate head, every kind of materials received, specifying kind, quantity, and cost.

An "Abstract-book," in which the "triplicate" of each set of abstracts will be kept.

A "Time-ledger," in which will be recorded daily the time made by each individual employed.

A "Balance book," in which will be entered the amount of each appropriation made for the work, the amount remitted, and balance in treasury available for the future use of the work.

These books, with all papers, plans, models, &c., are public property, and subject to the order of the Secretary of the Treasury.

27. The superintendent charged with the construction of a custom-house, or other public building under the Treasury Department, will, on the 30th of September of each year, make a report of the progress of the work under his charge during the year, illustrated by drawings showing the exact state of advancement of the work up to that time. The report should exhibit briefly, but clearly, every transaction connected with the work during the year. A similar report will be made



for the quarter ending the 30th September of each year, with a programme of operations for the current and ensuing year. This partial quarterly report to be merged in the next annual report.

28. The superintendent will make, at the close of each quarter, a return of public property, (form No. 7,) exhibiting amount purchased during the quarter, amount consumed during the quarter, and quantity on hand at the expiration of the quarter.

29. The superintendent, after being notified by the department of an appropriation for the work under his charge, will submit a project of operations under the appropriation, accompanied by a detailed statement of the proposed application of the available funds, (form No. 8.)

30. The superintendent will, at the end of each month, make a report, (form No. 9,) in which will be exhibited, in tabular form, the amount of each description of work done during the month, and its cost; the amount and cost of materials, machinery, &c., purchased; the number of persons employed, and the amount of their wages; a brief explanation of the parts of the work to which the materials and labor were applied; and a cash statement showing the amount of funds on hand at the commencement of the month, the amount received during the month, the amount expended during the month, and the balance on hand at the expiration of the month.

31. The superintendent is responsible for all public property belonging to the work under his charge, and if any of it be lost or destroyed by his neglect, he will be charged with the value thereof.

32. Whenever a superintendent, charged with the construction of any building under the Treasury Department, shall be removed from his situation, or relieved temporarily from his superintendence, he shall, as far as practicable, settle his accounts up to the time of his being relieved, and shall furnish his successor with a certified statement of all outstanding debts, a duplicate of which statement shall be forwarded to the department. He will also turn over to his successor all public property in his custody, as shown by the "quantity on hand" on the last quarterly return, and amount purchased since then. He will receive duplicate receipts from his successor for all property so turned over, one of which he will forward to the department.

33. No deviation from the original plan will be made by the superintendent until it shall have been submitted to the department, and have received the sanction of the Secretary of the Treasury.

34. Upon the completion of a work, the superintendent will report the same as ready for final inspection, and prepare a statement of the whole cost, which, together with all the books and papers belonging to the work, and a complete set of plans, he will forward to the department.

35. All communications from this department to those subject to its orders will be promptly acknowledged, and all official communications will be addressed to the Secretary of the Treasury's office.

36. All documents enclosed to this office should be so endorsed as to show at a glance their purport, and should be accompanied by a letter enumerating the contents of the package.

37. Upon the completion of a custom-house, or other building under the Treasury Department, a general return of the total amount of materials, machinery, &c., &c., will be made from the aggregate of pur-

chases as shown by the column of "quantity purchased during the quarter," on general quarterly return.

39. All reports, returns, projects and estimates, required by the foregoing regulations, will be made by the superintendent, and forwarded by him directly to this office. All vouchers for purchases and expenditures will be made out, as required in rule 19th, by the superintendent, certified by him, and sent immediately to the disbursing agent, whose duty it is to pay them promptly. The superintendent will also make out abstracts and accounts current, as required by rule 19th, two of which, at the expiration of each quarter, he will deliver to the disbursing agent, and retain the triplicate in his own office.

## FORM No. 1.

*Estimate of funds required for service of \_\_\_\_\_ at \_\_\_\_\_ during the month of \_\_\_\_\_, 185 .*

Application of funds.	Extent.	Cost.		Designation of parts to which it is proposed to apply workmanship and materials.
		Dollars.	Cents.	
WORKMANSHIP.				
MATERIALS.				
MACHINERY.				
CONTINGENCIES.				
				Amount estimated for.
				Amount on hand.
				Amount required.

A. B.,  
*Superintendent.*  
 \_\_\_\_\_, 185 .



## FORM No. 3.

*Pay-roll of contingent services at* \_\_\_\_\_ *during the month of* \_\_\_\_\_, 185 .

We the undersigned acknowledge to have received from \_\_\_\_\_, disbursing agent, the amounts hereunto set opposite our names, respectively, in full payment of our services for the time specified.

Number.	Names.	Occupation.	Term of service.		Number of days.	Pay per day.		Amount.		Signers' names.	Witnesses' names.	Remarks.
			Commence- ment.	Expiration.		Dolls.	Cts.	Dolls.	Cts.			

I certify that the services charged in the above roll were actually performed, and necessary to the construction of \_\_\_\_\_, and that the compensations paid were just and reasonable.

*Pay-roll of mechanics and laborers at* \_\_\_\_\_ *during the month of* \_\_\_\_\_, 185 .

We the undersigned acknowledge to have received from \_\_\_\_\_, disbursing agent, the amounts hereunto set opposite our names, respectively, in full payment of our services for the time specified.

Number.	Names.	Occupation.	Term of service.		Number of days.	Pay per day.		Amount.		Signers' names.	Witnesses' names.	Remarks.
			Commence- ment.	Expiration.		Dolla.	Cts.	Dolla.	Cts.			

I certify that the services charged in the above roll were actually performed, and necessary to the construction of \_\_\_\_\_, and that the wages paid were just and reasonable.

FORM No. 4.

*Roll of non-payments of services rendered on \_\_\_\_\_, \_\_\_\_\_ at \_\_\_\_\_, from its commencement, \_\_\_\_\_,  
to present time, \_\_\_\_\_.*

No.	On what roll originally borne.	No. of the roll.	No. on the roll.	Names.	Occupation.	No. of days.	Amount.		Remarks.
							Dolls.	Cents.	
19									

FORM No. 5.

*Abstract of disbursements by \_\_\_\_\_, disbursing agent, on account of the appropriation for the completion of the \_\_\_\_\_ at \_\_\_\_\_, during the quarter ending \_\_\_\_\_, 185 .*

No. of voucher.	Nature of purchase or expendi- ture.	To whom paid or of whom purchased.	Amount.	
			Dolls.	Cents.

[Signed in triplicate.]



FORM No. 6.

Dr. The United States in account-current with — —, disbursing agent, for the quarter ending — —, 186 . Cr.

185 .			\$		185				\$	
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[Signed in triplicate.]

**H. Doc. 3.**

General quarterly return of materials, machinery, &c., &c., belonging to the United States, and designed for the use of \_\_\_\_\_  
 \_\_\_\_\_, erecting at \_\_\_\_\_, for the quarter ending \_\_\_\_\_, 185 .

Designation.	Quantity on hand, as per last return.		Quantity purchased during the quarter.		Aggregate.		Consumed during the quarter.		On hand at the end of the quarter.		Remarks.
	Extent.	Cost.	Extent.	Cost.	Extent.	Cost.	Extent.	Cost.	Extent.	Cost.	
CONTINGENCIES. MACHINERY. MATERIALS. WORKMANSHIP.											

## FORM No. 8.

*Statement accompanying and referred to in the project of operations on \_\_\_\_\_ during the year ending \_\_\_\_\_, 185 , exhibiting the proposed application of the funds available for that year.*

Amount in hands of agent at the end of last year, \$ — —.	Amount in treasury at end of last year, \$ — —.	Amount of appropriation for present year, \$ — —.	Total amount available for present year, \$ — —.	
Proposed application of the amount available for present year.	Extent.	Cost.		Designation of the parts of the work to which it is proposed to apply materials and workmanship.
		Dolls.	Cts.	
WORKMANSHIP. { { { {				
MACHINERY. { { {				
MATERIALS. { {				
CONTINGENCIES. { {				

## FORM No. 9.

*Monthly report of operations on \_\_\_\_\_, at \_\_\_\_\_, for the  
month of \_\_\_\_\_, 185*

Masons (20) have been employed in laying bricks in front wall, stone  
in basement of the rear, &c.

Carpenters (10) have been employed, &c.

Blacksmiths (5) have, &c.

Laborers (75) have, &c.

*Probable operations for the month of \_\_\_\_\_.*

Masons ( )

Carpenters ( )

&c. &c. &c.

A. B.,  
Superintendent.

## CASH ACCOUNT.

On hand at commencement of _____, 185 .....	\$
Received during the month.....	_____
Total.....	_____
Expended during the month.....	_____
Balance on hand.....	=====

A. B.,  
Superintendent.

A U.

*Memorandum of organization for progressing with the custom-house at  
Charleston, South Carolina.*

The construction of the custom-house at Charleston, South Carolina, shall be under the direction and management of Edward B. White, as superintendent and architect, subject to the direction of the Secretary of the Treasury, and his compensation in both capacities shall be eight dollars per day. He shall appoint an assistant architect, at a compensation of five dollars per day.

It shall be the duty of the superintendent and architect to cause the Charleston custom-house to be constructed upon the plan furnished him by the Department of the Treasury, with the following exceptions, to wit:

1. The north and south porticos are to be dispensed with.

2. The north and south walls are to be so extended as to embrace the space the porticos would have occupied.

The superintendent shall have the employment and dismissal of the following and all other employés and laborers on the work, to wit:

First overseer, who shall call the roll and keep the time of each individual on the work, and shall have the charge of such portion of the force and discharge such other duties as the superintendent shall direct, and his compensation shall be three dollars per day.

Also, a second overseer, who shall have charge of such portion of the hands and perform such other duties as the superintendent shall direct, and shall be responsible for the safe-keeping of the tools, &c. ; his compensation shall be two dollars and fifty cents per day.

Also, a third overseer, who shall have charge of such portion of the hands and perform such other duties as the superintendent shall direct, and his compensation shall be two dollars and fifty cents per day.

Also, as many master-mechanics—to have charge of the mechanics employed—as the necessities of the work shall require, under the direction and control of the first overseer; and each master-mechanic shall receive a compensation of two dollars and fifty cents per day.

The superintendent will have the right to call to his aid, in the employment of the hands, any or all of the overseers and master-mechanics, and also require from them written reports of those who fail to discharge the labor required of them.

He will also nominate to the Secretary of the Treasury, for his approval, a clerk to keep the books, records, and accounts of the custom-house, under the general rules and directions of the department. The compensation of the clerk will be at the rate of one thousand dollars per year.

The collector of the port of Charleston, South Carolina, shall be commissioner of the custom-house constructing at that port, and, as such, shall be the disbursing agent of the department in paying for the labor and materials furnished for the same, all of which shall be paid on the written requisition of the superintendent; but he shall receive no compensation as commissioner except the commission allowed by law to collectors as disbursing agents. He shall, at the close of each month, furnish a written report of all moneys paid by him on the requisition of the superintendent.

The superintendent and collector shall be a board of contractors for the materials needed for the custom-house at Charleston, and shall comply with all the requirements of the general directions of this department on the subject, a copy of which will be furnished.

The superintendent will continue the monthly reports made to this department as heretofore until otherwise directed, and will regulate the employment of persons for the custom-house as herein directed.

*In explanation of the change as to the north and south porticos.*—The walls of the north and south porticos are to be brought forward to the rear of the columns, and the other walls extended to them, so that the space now occupied by the porticos will be embraced within the walls.

JAMES GUTHRIE,

*Secretary of the Treasury.*

TREASURY DEPARTMENT, August 12, 1853.

## A V.

*Statement of the amount expended upon each of the marine hospitals of the United States, including sites, structures, furniture, and repairs; together with the condition of those now in the course of erection; and an account of what evidences of title to the several sites are on file in the Treasury Department.*

*New Orleans, La.*—The Register of the Treasury exhibits an expenditure for this work of \$123,081, between the years 1837 and 1851. There are no title papers on file in the department.

*Mobile, Ala.*—The site was purchased June 20, 1848, for \$4,000. There was expended for structure, &c., between the years 1838 and 1851, the sum of \$39,140. The deed conveying the site, approved by G. W. Gayle, esq., then United States district attorney, is on file in the First Comptroller's office.

*Chelsea, Mass.*—The hospital was erected in the years 1836 and 1837, at a cost of \$28,100 06. There are no title papers on file in the department.

*Ocracoke, N. C.*—The hospital at this port was erected in the years 1845 and 1846, at a cost, including the site, of \$8,927 07. The only title paper on file in the department is a certified copy of the act of the legislature of North Carolina, ceding to the United States jurisdiction over the site.

*Key West, Fla.*—The site was purchased September 10, 1833, and November 30, 1844, for the aggregate sum of \$1,500. Between the years 1844 and 1851, there was expended on the building the sum of 25,600. The title deeds, which have been submitted to the Attorney General, under the joint resolution of Congress of 11th September, 1841, and approved, are on file in the First Comptroller's office.

*Pittsburg, Pa.*—Site purchased September 7, 1842; cost \$10,253. There has been expended on the structure, which is nearly completed and is occupied, the sum of \$60,316 83. The deed is on file in the First Comptroller's office.

*Cleveland, Ohio.*—The site was purchased October 11, 1837, for \$12,000. There has been expended on the structure the sum of \$54,972 05. The hospital is now occupied, though some of its rooms are not completed. There yet remain to be done the completion and finishing of these apartments, the grading of the grounds, the securing of the slopes (that reach the lake) from the washing of its waters, and the enclosing of the whole premises by a proper fence. The deed is on file as above.

*St. Louis, Mo.*—The site is a part of the arsenal property; \$54,281 25 have been expended on this work, and the same is now rapidly progressing to completion. It will be ready for occupation the coming spring.

*San Francisco, Cal.*—The site is on the government reserve on Rincon Point; \$47,672 93 had been expended, by the last returns. The hospital will soon be ready for occupation. The construction of a dead-house and other offices, grading of the grounds, and the enclosing of the premises, yet remain to be done.

*Louisville, Ky.*—The site was purchased November 2, 1842, for \$6,000. On the structure \$41,107 10 have been expended. The hos-

pital is now occupied. It is completed, with the exception of the construction of two hot-air furnaces, and the building of suitable fences. The title deeds are on file as above.

*Paducah, Ky.*—The site was purchased December 26, 1837, and cost \$1,000. There have been expended on the structure \$48,625. The hospital is now occupied. The work yet remaining to be done consists of the procuring of two copper boilers to the hot-air furnaces, the tubing connecting the same with the baths, &c., the laying of brick pavements, and the building of suitable fences, enclosing a yard of suitable size, and the completion of the grading, terraces, drains, &c. The title deed, Attorney General's approval of the same, and the act of the legislature of Kentucky consenting to the purchase of the site, are on file in the First Comptroller's office.

*Napoleon, Ark.*—Site purchased September 15, 1837, at a cost of \$1,000. There have been expended in the structure \$53,250. There yet remains much to be done, before the building will be ready for occupation. This includes the completing of the interior finish, the hanging of the doors, painting the interior and exterior, arranging the bathing rooms, grading, terracing, and draining the grounds. The title deed is on file as above.

*Natchez, Miss.*—The site purchased August 9, 1837, cost \$7,000. There have been expended \$57,250 on the structure. This is occupied, though not yet completed. That which remains to be done is mainly the construction of hot-air furnaces and heaters, the erection of force-pumps to serve as fire-engines, &c., with conduits to convey water to all parts of the building, the making of the brick pavement, and the construction of a balustrade fence, in part, in front of the hospital. The deed is on file as above.

*Chicago, Ill.*—The site of this hospital is a part of the military reserve. That part allotted for hospital purposes is indicated on a plat transmitted from the War Department, September 15, 1853. The hospital is occupied. The grounds require grading, and the site should be enclosed within a suitable and substantial iron fence. There have been expended on this work \$49,712.

*Evansville, Ia.*—The site was purchased April 29, 1853, for \$6,000; \$39,000 remain for the construction of the building, which is under contract, conditioned for its completion July 1, 1855. The deed is on file as above.

*Portland, Maine.*—Congress appropriated \$30,000 for this work, August 31, 1852; and a site, known as "Martin's Point Farm," was purchased November 11, 1852, for \$11,000. This selection not being considered judicious, a second commission has been appointed to select another site. Their recommendation has not yet been acted upon. The deed is on file as above.

*Norfolk, Va.*—Between the years 1834 and 1849, the sum of \$9,160 01 was expended on the hospital. There are no evidences of title in this department.

*Vicksburg, Miss.*—The site was purchased October, 1853, for \$4,000. The deed has been returned to Mississippi for record. The act of the legislature of Mississippi, ceding to the United States jurisdiction over the site, is on file in the First Comptroller's office.

A W.

*Report of the Board of Supervising Inspectors.*BOARD OF SUPERVISING INSPECTORS,  
*Cincinnati, November 9, 1853.*

SIR: The steamboat law, which was passed on the 30th August, 1852, having now been in force for several months, the Board of Supervising Inspectors conceive that it is their duty, under the 40th section of that law, at this their first regular yearly meeting, to report to you their views and opinions of the operation of the law, together with some suggestions and recommendations of a supplementary act thereto.

With a view to prepare such report, this board, at their meeting at Pittsburg, in August last, passed a resolution requiring the local boards of inspectors to prepare and present to their supervising inspectors reports showing the amount of duty performed by each board, and "all such other general information, in regard to the operation of the law under which they act, as may be of value or interest."

Such were very generally presented, and in compliance therewith, and upon the organization of the present meeting, were read and referred. The principal part of the following report is the result of the information thus obtained from the local boards:

## REPORT.

We find, upon examination of the reports from the local boards, that they are not so complete in many respects as might be wished, in order to arrive at a perfectly correct statement of the results of the operation of the steamboat law; but they are of the opinion that the information therein embodied is sufficient to show that the operation of the law has been highly beneficial, and has, in a great degree, attained the object for which the law was established, viz: greater safety to the lives of passengers. In order to show what have been the nature and extent of the duties performed by the inspectors under the law, they present the following condensed statement, as obtained from the various local boards:

The following table contains an exhibit, as complete as can be made from the reports of the local boards, of—

- 1st. The number of steam-vessels to which certificates have been granted.
- 2d. The number of steamers reported for violating the law.
- 3d. The number of accidents (of such a character as to come within the cognizance of the law) that have occurred since it went into operation.
- 4th. The number of boilers found defective upon inspection.
- 5th. The number of pilots licensed.
- 6th. The number of engineers and assistants licensed.
- 7th. The number of licenses to pilots and engineers revoked.
- 8th. The number of pilots and engineers to whom licenses have been refused.
- 9th. Amount of tonnage of steam-vessels inspected.

In regard to the number of steamers reported for violation of the law, it is proper to remark, that, as a rule, no vessels were reported for a violation, unless such violation was continued after being notified of the same; so that the number thus reported falls far short of the *actual* number which have occurred.



TABLE

Local districts.	Number of steam-vessels to which certificates have been granted.	Number of steamers reported for violation of the law.	Number of accidents of such a character as to come within the cognomen of the law, that have occurred since the law went into operation.	Number of boilers found defective upon inspection.	Number of pilots licensed.	Number of engineers and assistants licensed.	Number of licenses to pilots and engineers revoked.	Number of pilots and engineers to whom certificates have been refused.	Amount of tonnage of steam-vessels inspected.	Remarks.
1st.... Portland.....	10				16	11			3,491	Inspection not complete. Inspection not complete.
Boston.....	20		3	1	24	10		1	8,568	
New London.....	14				18	7			4,926	
2d.... New York.....	135	16	8		161	365	2		52,229	
Philadelphia.....	36				60	80			14,560	
3d.... Baltimore.....	34	14	2	4	60	58	2	7	13,112	Inspection not complete. Inspection not complete.
Norfolk.....	8			1	14	14		1	2,164	
Charleston.....	18				32	52			6,865	
Savannah.....	8				10	20			2,496	
4th.... New Orleans.....	87		2		226	333	5	7	26,100	
Mobile.....	24	10	3	10	102	107	2	6	4,800	Not reported; inspectors have not qualified.
Galveston.....	4				15	19			512	
California and Oregon.....										
5th.... St. Louis.....	83	1	19	5	302	254	6	12	27,718	
Supervisors' insp.....	17	1			41	42		2	2,543	
6th.... Louisville.....	72				176	263	3	3	19,758	
Nashville.....	14	2			70	83	1	5	3,401	
7th.... Pittsburg.....	83		2	4	148	184	2	21	18,392	
Wheeling.....	24	3	2	1	44	76	2	2	5,724	
Cincinnati.....	81	9	5	2	248	214	17	14	22,000	
8th.... Chicago.....	8				30	39			5,321	
Detroit.....	32		1	2	53	53		6	19,518	
9th.... Buffalo.....	40	1	3	4	99	86			35,600	
Cleveland.....	14			1	49	98	1	1	6,870	
Oswego.....	7				16	11			6,700	
Burlington.....	7			1	14	14			4,600	

Several masters, pilots, and engineers have been reported for violation of the law, but it is not deemed important to exhibit them in the table.

The accidents reported in the table are those against which the law was intended as a safeguard, and does not include the ordinary and trifling accidents to steamboats, such as breaking of parts of the machinery, &c., unless such accidents have resulted in loss of life.

In regard to the licensing of engineers and pilots, we would remark that it has not been the aim of the inspectors to show up in a strong manner the want of qualifications, ability, and fitness of applicants; but in most cases, when it was evident the applicant could not pass for the position for which he applied, he has been induced either to withdraw his application or accept a license for a lower grade than that for which he originally applied. This mode of proceeding will also account for the small number of licenses recorded as having been refused.

The revocations and suspensions of licenses being penalties inflicted for infractions of the law, have been made with a great degree of caution, and we believe in no case without giving the party ample notice of the charges against him, an opportunity either to disprove them, or present in defence such palliating circumstances or occurrences as should be properly considered in fixing upon or waiving the penalty.

The column of the table showing the amount of tonnage of steamers inspected is but an approximation, but is supposed to be very nearly correct.

In addition to the information contained in the table, we would state that, by the report of the local board at Philadelphia, there have been carried on board the thirty-two passenger steamers of that district, inspected under this law, during a running season of four months, 682,402 passengers, without any loss of life or bodily injury to any passenger.

Also, that by the report of the local inspectors of Baltimore, there have been carried by the passenger steamers of that district, inspected under the law, from the 1st June, 1853, to 1st November, 1853, 143,578 passengers, without loss of life or bodily injury to any passenger.

The above reports of the number of passengers carried by the passenger steamers of those districts were presented voluntarily by the local boards; but it is intended that hereafter, similar reports shall be generally presented.

The following are the accidents which have occurred, involving the loss of life or property, since the law of August 30, 1852 :

*In the first supervising district.*—The steamer "Empire State," in April last, while on her passage from New York to Fall River, collapsed a flue in her larboard boiler. The boat sustained no damage, nor was any person injured. At the time of this accident the boat had not been inspected.

The steamer "Ocean," on the night of the 28th June last, was run upon a ledge of rocks off Cape Ann, called the Londoner. The cause of the accident was investigated, by which it was shown that it did not occur through any carelessness or negligence on the part of the pilot, but from a peculiar brilliancy of the Thatcher's Island light, by which the pilot was deceived in regard to his correct distance from that light; no loss of life or injury to passengers resulted therefrom.

The steamer "Bay State," on the 10th September last, while on her passage from Fall River to New York broke her crank-pin, where in-

serted in the driving-crank, which resulted in the breaking of the cylinder head, and permitting the escape of steam into the stateroom cabin. Fortunately there were no passengers in the saloon of this cabin, it occurring between three and four o'clock a. m.; but several of the stateroom doors were thrown open by the passengers occupying the rooms, thereby exposing themselves to the steam thus escaping into the cabin. Five of these passengers, occupying staterooms immediately alongside of the engine, lost their lives in thus opening their staterooms. We conceive that no blame can be attached to the engineers of this boat on account of this accident, as it was shown, upon inquiry, that but a few days previous to the accident the connecting-rod had been detached, and the crank pin carefully examined, and no signs of weakness or fracture were discovered. The conduct of the officers at the time of the accident is to be highly commended, as it was only through their coolness and judgment that a much larger loss of life did not result.

*Second supervising district.*—The steamer "New World," on the morning of the 1st of July last, whilst lying at the wharf in the city of New York, and but a few minutes previous to the time of starting on her passage to Albany, collapsed at the same instant four of the main flues to the outside furnace of the port boiler, resulting in the loss of the lives of eight persons, all of them firemen, and other hands belonging to the boat.

The accident was very thoroughly investigated and reported upon fully to the collector of the port. The principal results arrived at were, that the accident was caused by an excessive pressure of steam, which excessive pressure gradually accumulating, was unknown to the firemen on account of a derangement of the steam-gauges, whereby they indicated a pressure several pounds less than that actually upon the boilers.

The license of the chief engineer was revoked, and that of the assistant suspended. The penalties inflicted would have been much more severe, but for the fact that at the time of the accident the boat *had not been inspected according to the law.*

In this district two collisions with sailing-vessels have occurred, involving loss of life; in both cases it appeared most satisfactorily that the fault occasioning the collisions was entirely with those managing the sailing-vessels.

In this district three steamboats have been on fire dangerously, and one slightly. In the first three cases the fires were extinguished by the prompt use of the fire-pumps provided in conformity with the provisions of the law, and in one instance the lives of all on board were probably thereby saved; in the other case mentioned, the fire was extinguished by the use of the fire-buckets provided.

The steamship "Cherokee" was burned in the night, at her wharf in the city of New York; the cause of the fire remains undiscovered; no loss of life resulted.

The steamer "Albatross," licensed at New York, was lost on a coral reef in the Gulf of Mexico, but there was no loss of life to either passenger or crew.

The lives of three passengers have been saved by the life-preservers provided by law; in all these cases the passengers fell overboard, the life-preserver in one instance falling over at the same time, and in the other cases being thrown over by persons on board the vessel.

*Third supervising district.*—The steamer "Columbia" was run ashore in a fog; no loss of life resulted.

The steamer "Cambridge" was burned in Rappahannock river about the middle of September last; a thorough investigation was instituted, but no satisfactory conclusion arrived at as to the cause of the fire. There was no loss of life by the disaster, and great credit is due, according to the testimony of the passengers, to both officers and crew of this vessel, for their coolness, and the manner in which they succeeded in saving the passengers and their luggage after all hope of saving the vessel was gone. It is worthy of remark, in regard to this disaster, that the engineer, in giving his testimony, states as his deliberate and decided opinion, that had there been a pipe for discharging steam in the hold of the vessel, as recommended by the board of supervising inspectors, the fire could have been immediately extinguished when first discovered.

*Fourth supervising district.*—A collision occurred between the steamer "Swallow" and the steamer "Howard," by which the steamer "Swallow" was sunk. *Neither boat had been inspected under the law.* On account of the early period at which this accident occurred, before the board were properly organized, no investigation was had in the case.

The passenger steamer "Southern Belle" came in collision with the freight steamer "Daniel Boone," by which the Daniel Boone was sunk; no loss of life resulted. A careful investigation was had into the cause of this accident, and it being evident, from the testimony in the case, that it was the result of negligence or carelessness on the part of the pilots of both steamers, the licenses of those of the "Southern Belle" and "Daniel Boone" were revoked.

There have also been three collisions in this district, by which, however, no loss of life occurred. These cases were investigated, and the pilots suspended. No report has been received in regard to the accidents in California, there having been no inspectors appointed.

*Fifth supervising district.*—In this district six steamers have been burned at the levee in St. Louis, but there was no loss of life. As these cases did not come properly within the cognizance of the inspectors, no investigation was instituted.

There have also been two collisions in this district; no loss of life was occasioned in either case. In one case the pilot of the boat complained of was ascertained to have no license, and a prosecution has been commenced against him, under the law, for acting as a pilot without a license.

In the other case it was found, upon investigation, that the accident resulted from no carelessness or negligence on the part of the pilots, but from their losing control of the steerage of one of the boats on account of her proximity to a bar.

There has also been a boat sunk in coming in contact with some obstruction in a newly cut channel. By this accident the lives of three of the crew were lost.

*Sixth supervising district.*—No accident involving the loss of life occurred in this district, to any steamboat inspected under the law.

*Seventh supervising district.*—In this district there has been no accident by which loss of life has occurred to any passenger.

The steamer "Buckeye State," on the 15th May last, bursted a steam-pipe, by which one of the crew lost his life. This boat had not been

inspected under the law. If the hydrostatic test, required by the law, had been applied, the defect in this pipe would undoubtedly have been discovered, and the accident prevented.

The steamer "Memphis No. 2" was lost in February last by being run ashore. The case was investigated, and it was ascertained to have been caused by the carelessness of the pilot; his license was therefore revoked.

There have also occurred in this district four collisions; no loss of life resulted. The cases were all investigated. In each case one or more of the pilots were suspended. In one of these cases the pilot was so acting without a license. Upon its being investigated, and this fact appearing, the penalty of \$100 for the offence was inflicted; which was paid to the inspectors, and by them paid over to the collector.

There have been three steamers burned in this district, at the wharf, while dismantled and laid up. It is worthy of remark, that a freight steamer in this district, while being loaded for her voyage, was visited by the inspectors, and, after examination, they notified the officers that the boat was unsafe, on account of her liability to take fire from improper arrangements about the boilers. The officers paid no attention to the caution, and the boat proceeded on her voyage, and in about eight or ten hours from the time of leaving port she took fire, and was entirely consumed.

*Eighth supervising district.*—In this district no loss of life has occurred to any boat inspected under the law.

The passenger steamer "Buffalo," in the month of May last, came in collision with the government steamer "Michigan." No lives were, however, lost thereby. An investigation was held, and it being conclusively shown that it resulted from no carelessness or negligence on the part of the pilots of the "Buffalo," no penalties were imposed.

We would, however, remark, as an evidence of the importance of the present steamboat law, that one of the local boards of this district was called upon to inspect a steamer: they did so, but refused to grant a certificate, as they considered her quite unsafe. The master then requested a permit to go to another port to repair. The inspectors refused to grant such permit to run as a passenger steamer. The master then stated that he would go to another port *without* passengers. The vessel started on her voyage for that purpose, and within about forty-eight hours from the time of leaving, the boiler blew up, the vessel sunk, and was a total loss. By this disaster several lives were lost, but the exact number is not known.

*Ninth supervising district.*—In this there have been two collisions between steamers. The first case was that of the steamer "St. Lawrence" and the steamer "Queen City"—both passenger steamers. By this accident there was no loss of life or injury to any person. Testimony has been taken in the case, but no decision has yet been arrived at.

The second case was that between the passenger steamer "Louisiana" and the freight propeller-steamer "Detroit." No loss of life or injury to any person resulted from this collision. This case is now under investigation.

The steamer "Mississippi," on the evening of the 17th August last, had a collapse of one of the flues of the centre boilers, which resulted in the loss of the life of one of the coal-heavers. This case was investigated, and it was decided that the accident was caused by a defect in

the iron of which the flue was constructed, and which was not visible at the time the boiler was inspected.

This boiler had been previously tested by hydrostatic pressure, and it was conclusively shown, by the testimony of the witnesses, that the pressure of steam at the time of the accident was several pounds less than permitted by the certificate. The board therefore adjudged that no fault was to be attributed to the engineers; consequently no penalty was imposed.

Were we in possession of, or had we access to, proper statistics, we would wish to present a view of the loss of life and property for the few months that the law has been in operation, in comparison with the previous five or ten years; but being unable to do this, we present the following comparison, showing the beneficial effects of the law upon the western waters, as furnished to us by a member of one of the local boards of that section. He says:

"In thirteen months—from the 11th day of December, 1849, to the 11th day of January, 1851, which was about the time that elapsed between the explosion of the steamers 'Louisiana' and 'Knoxville,' both of which occurred at the wharf at New Orleans—no less than fifteen explosions took place on the western and southern rivers, killing three hundred persons, and destroying property to the amount of \$200,000. From the 11th day of January, 1851, to the 30th day of August, 1852—which is a little less than nineteen months' time—nineteen explosions occurred on the western and southern rivers, killing three hundred and ninety persons, and destroying property to the amount of \$578,000.

"The present steamboat law passed on the 30th August, 1852, but did not go into effect (upon the western and southern rivers) until the 1st of January, 1853. Two boats have exploded since the 1st of January—the 'Bee,' on the Ohio river near Evansville, by which three persons were killed, and property damaged to the amount of \$1,000; and the 'Farmer,' on Galveston bay, by which some thirty-five persons were lost, and the boat sunk immediately—a total loss, amounting to about \$25,000. These two boats exploded soon after the law went into effect, but neither of them (the 'Bee' was a freight boat; so was the steamer 'Buckeye Belle,' which exploded, on the Muskingum river, after the law passed, but before it went into effect, by which thirty-three persons were killed, and property destroyed to the amount of \$3,000) had been fitted out in accordance with the requirements of the law. Their boilers had not been subjected to the hydrostatic test, nor were they supplied with the alloy, steam gauges, water-gauges, &c. I feel confident, had these three boats been inspected as required by the law, no explosion would have taken place; *for not a single boat, up to this time, has exploded on the rivers emptying into the Gulf of Mexico and their tributaries, that had been inspected according to the law.* In the fourteen months since the passage of the law, (including the four months that intervened between its passage and the time of its going into effect,) only three explosions have occurred, which is an average of a little more than one explosion in five months; while for the thirty-two months preceding its passage, thirty-four explosions occurred—an average of over one a month. The average loss of life for the same period previous to the passage of the law, was about twenty-one persons per month; while the average per month since the passage of the law is but five persons.

"Again: the average loss of property for the thirty-two months preceding the passage of the law, was about \$30,000 per month; while the average loss of property for the fourteen months since the passage of the law is about \$2,000 per month."

These comparisons show most clearly that for some reason there has been, since the passage of the law, great additional security on board passenger steamers to life and property. Whether this is to be attributed solely to the operation of the law, or to fortuitous circumstances, we will not express an opinion, but leave each one to judge for himself,

*The general operation of the law.*

It has been our desire to ascertain, as far as possible, the benefits resulting from the passage of the law of August 30, 1852, and the opinions of persons connected with steamboats and their operations.

When the law first went into effect it met great opposition, not only from many persons interested as owners in steamboats, but also from many of the engineers and pilots—persons who are, in our opinion, more highly benefited, in a pecuniary and social point of view, than any others, as the effect must be not only to maintain a high rate of wages to those holding licenses under the law, but also to elevate materially their social position. This opposition to the law has decreased rapidly, and many of those formerly arrayed in the ranks of its enemies are now numbered among its strongest friends.

It is also worthy of note, that it is found that insurance companies are far more ready to take risks upon those steamers which have been inspected under the law than upon others.

The beneficial effects of the law are also shown in the returning confidence of the travelling public in this mode of conveyance. Finally, we would state, as our unanimous opinion, that the greater the experience had in the operation of the law, the greater will become the number of its friends, and the less the opposition to its enforcement; and not only so, but the wisdom of Congress in enacting this law will become more and more apparent.

We do not by this mean to assert that the law is perfect in all its provisions and enactments; on the contrary, we have found many difficulties in carrying it out, that in our opinion may, by some further legislation, be either partially or wholly removed. Our views upon this point will be found more in detail in a subsequent part of this report.

As confirming the views we have expressed in regard to the general operation of the law, we would quote the following extracts from the reports of several of the local boards.

In one of the reports, the inspectors speak of the disposition of owners and masters readily to comply with all the requirements of the law. Another says: As regards the operation of the law in this district, it has not been and cannot be otherwise than salutary. The undersigned have met with some little opposition in the performance of duty; but, as a general thing, are happy to state that we have been met by the owners and officers of steamers with kindness, and a determination to carry out the spirit of the law. We are also convinced that when the public are more acquainted with the additional security to the lives of passengers on steam-vessels, in case of accident by fire, steam and water, governed

by the enforcement of the law, its popularity and permanence would be at once established. We also think that the system of licensing engineers and pilots has had its good effect in stimulating a laudable ambition to perfect themselves in a knowledge of their business, and have no doubt but that in future examinations the improvement will be manifest.

The inspectors in another district, where there is much travel by steamboats, report the good effects of the operation of the law; they state that boilers and engines are now kept in better order than formerly, and that inquiry is awakened among engineers, and that both they and pilots have become sensible of the great responsibility resting upon them. The opposition to the law has in a great degree settled down, and it is becoming more popular with those who understand its features; and it is only necessary for the travelling community to know the safeguards that have been thrown around them, and all opposition will cease.

The law has worked well, and given general satisfaction in this district. The only thing we have to regret is, that ferry-boats do not come under the law. We have observed much want of caution in their management, and feel convinced that the community have more to fear from explosions of boilers in such boats, than in passenger boats, under the law. We take great pleasure in testifying to the good effects of the law, not only in being the means of avoiding accidents to steamers, but also in its effects upon that class of men who come under its immediate operation, by raising them in the estimation of the public as well as in their own.

Another board reports: There have been twenty-one steamboats built and finished in this district since the first of January last. These steamboats have given entire satisfaction. The captains and engineers (many of whom were opposed to the standard of steam) have given information that their boats perform well, and do more work, with the same amount of fuel, than under similar circumstances with boats before the passage of the law. There has been considerable opposition to the law in this district in general, and particularly to the standard of steam. This opposition is fast wearing away. The working of the act of 30th August, 1852, has demonstrated the value and utility of the law; hence the change now taking place in the views of owners and captains of steamboats.

We would further state, in conclusion, that at the time the law went into effect, there were very few who entertained a favorable opinion of it—believing it impracticable; but, as the season advanced, those most opposed to the law at its commencement came forward and expressed warmly their approbation of its success; that at this time it is fast gaining the confidence of the travelling community, and that the present law will meet their wants. We would further state that the insurance companies have taken a deep interest in the carrying out of the law according to its true intent and spirit; they went so far as to call a meeting, and passed resolutions to use their influence in favor of such vessels as have been equipped according to the law.

Several of the local boards have expressed the opinion that some further legislation is required, in order that the full benefits of the law may be attained. A report from one of the local boards represents that



many complaints have been made by the pilots and masters of passenger steamers running on the rivers and bays, where there are many sailing-vessels, flat-boats, and rafts; that they have great difficulty in avoiding collisions with the same, in consequence of their showing no lights, by which their course or position may be determined. This difficulty could be avoided by a resolution of Congress compelling all such sailing-vessels, &c., to carry a light in one or more conspicuous places; those at anchor to show their light in a manner different from those under way.

Another board in their report also recommended that a proper system of lights be adopted for sailing-vessels, in order to avoid collisions upon bays and rivers.

Another board says that complaints are made by masters and pilots of passenger steamers that freight steamers and tow-boats do not carry lights, in compliance with the law for passenger steamers, and they urge that steps be taken to bring them under the same law.

In addition to the above, from the local boards, we would state that very serious complaints have been made to us of the great difficulty that the pilots of passenger steamers frequently have to avoid collisions with freight steamers and tow-boats, on account of the utter indifference on the part of the *unlicensed* pilots of those steamers, as they are not amenable to the law. Not only so, but cases have been reported where these unlicensed pilots have evidently endeavored to annoy the licensed pilots in every possible way. In consequence of these difficulties, licensed engineers and pilots have urged in the strongest manner that the pilots and engineers of freight boats, tow-boats, and all other steam vessels, be required to take out licenses under the law.

*Suggestions in regard to a supplementary act.*

1. We would suggest the propriety of Congress authorizing the appointment of a supervising inspector for the Pacific, and the establishment of a local board of inspectors at Oregon; and would briefly state, among other reasons for making the suggestion, the large amount of duties required of the supervising inspector of the fourth district, and the remote point requiring the attention of a supervising inspector on the Pacific, must necessarily lead to a neglect of duties on that coast, or the Mississippi and other parts of the fourth district; and, in addition, the increasing steam marine on the Pacific demands the entire attention of a supervising inspector, and local boards both at Oregon and San Francisco, as advised.

2. We would recommend the passage of a supplementary act, whereby that portion of steamers styled (in the 42d section of act relating to steamboats, approved August 30, 1852) ferry-boats, freight-boats, tug-boats, and towing boats, and steamers not exceeding 150 tons, and used, in whole or in part, in navigating canals, now exempt from inspection under the law of 1852, but subject to inspection under act of 1838, may be included in the provisions of the law of 1852, so far that they be required to have their boilers, machinery, and hull inspected as other steamers, and in all cases be required to carry a licensed engineer, and a licensed pilot. And we would further state, that we cannot see the pro-

priety of the existence of two local boards for the inspection of steamers, as is now recognised by law; and should the foregoing be adopted by Congress, there would be but one board for all classes of steamers.

Should the honorable Secretary approve, and Congress pass or adopt a supplementary act, as recommended, to the law, we would suggest that such steamers pay, as other steamers are required to pay, for inspection, a proportionate fee according to their tonnage—say one-half the amount now paid by steamers carrying passengers; and as, under this arrangement, the duties of the local boards in some parts of the United States will be largely increased, and the receipt for the performance of such duties (beyond what is now received) will be paid into the treasury of the United States, it is believed it will more than meet the additional increase of pay which we recommend to the following local boards at the ports designated:

*Proposed compensation to local boards at various ports, if required to inspect steamers now exempt under the 42d section.*

	Amount now received.	Amount wanted.
<i>1st district.</i> —Portland board - - -	\$300	\$500
Boston board - - -	800	1,000
New London board - - -	300	600
<i>2d district.</i> —New York board—2 assistants, each	-	1,200
Do do clerk - - -	-	600
Philadelphia board - - -	1,000	1,250
<i>3d district.</i> —Baltimore board - - -	1,000	1,300
Norfolk board - - -	300	500
Charleston board - - -	400	600
Savannah board - - -	400	500
<i>4th district.</i> —New Orleans board - - -	2,000	2,000
Do do clerk to board - - -	-	1,000
Mobile board - - -	-	1,000
Galveston board - - -	300	400
<i>5th district.</i> —St. Louis board - - -	1,500	1,800
<i>6th district.</i> —Nashville board - - -	400	600
Louisville board - - -	1,200	1,500
<i>7th district.</i> —Cincinnati board - - -	1,500	1,800
Wheeling board - - -	500	700
Pittsburg board - - -	1,500	1,650
<i>8th district.</i> —Chicago board - - -	500	800
Detroit board - - -	800	800
<i>9th district.</i> —Cleveland board - - -	500	500
Buffalo board - - -	1,200	1,200
Do do clerk to board - - -	-	300
Oswego board - - -	300	400
Burlington board - - -	300	500

And should the honorable Secretary of the Treasury deem it unnecessary to call the attention of Congress to the proposed change, you will allow us to urge upon your attention the following increased salaries to local boards, where it is found in some cases so small as to render it impossible to obtain or retain competent persons to discharge the duties

required; and in case the law is not altered, we would ask the following increase to the boards designated:

	Amount now received.	Amount wanted.
Portland board - - - - -	\$300	\$400
New London board - - - - -	300	500
New York board, a clerk - - - - -	-	800
Baltimore board, a clerk - - - - -	-	300
Philadelphia board, a clerk - - - - -	-	300
Norfolk board - - - - -	300	400
Savannah board - - - - -	400	500
Charleston board - - - - -	400	500
New Orleans board, a clerk - - - - -	-	500
Nashville board - - - - -	400	500
Oswego board - - - - -	300	400
Burlington board - - - - -	300	500

3. We would call attention to the importance of requesting Congress to pass a law, for the more safe and successful navigation of lakes, bays, and rivers by steamers, compelling all sail-vessels, including freight steamers and tow-boats, also flat-boats and rafts, to carry lights under certain restrictions and penalties, as it is known that the absence of such a law has caused loss of life and the destruction of property by collision, which might have been avoided had lights been carried on the vessels, &c., referred to.

4. We would also suggest, that, much difficulty having been experienced in administering the oaths to the boards of inspectors, as required by the law, should a supplement to the act be passed, it be made the duty of the collector, deputy collector, or other chief officer of the customs in each district, to administer the oaths to inspectors when required.

With the hope that this report, with the suggestions and recommendations therein contained, will meet your approval,

We remain, sir, yours very respectfully,

JOHN SHALLCROSS,

*President.*

JOHN S. BROWN,

*Secretary to Board of Supervising Inspectors.*

HON. JAMES GUTHRIE,

*Secretary of the Treasury.*

## A X.

*Statement of the advances from the treasury on account of the expenses of each custom-house in the United States, during the year ending June 30, 1853.*

Districts.	Amount.
Pasamaquoddy..... Maine.....	\$23,284 50
Machias..... do.....	2,308 07
Frenchman's Bay..... do.....	3,930 75
Penobscot..... do.....	4,860 50
Waldoborough..... do.....	4,871 00
Wiscasset..... do.....	4,973 06
Bath..... do.....	9,178 00
Portland and Falmouth..... do.....	24,412 00
Saco..... do.....	1,358 00
Kennebunk..... do.....	573 00
York..... do.....	538 50
Belfast..... do.....	4,992 23
Bangor..... do.....	5,604 23
Portsmouth, New Hampshire.....	9,835 50
Vermont, Vt.....	10,414 36
Newburyport..... Massachusetts.....	4,066 73
Gloucester..... do.....	7,825 16
Salem and Beverly..... do.....	26,983 00
Marblehead..... do.....	2,883 61
Boston and Charlestown..... do.....	231,621 67
Plymouth..... do.....	3,165 50
Fall River..... do.....	4,733 90
Barnstable..... do.....	3,419 64
New Bedford..... do.....	5,912 00
Edgartown..... do.....	3,776 40
Nantucket..... do.....	3,184 79
Providence..... Rhode Island.....	12,624 34
Bristol and Warren..... do.....	5,418 00
Newport..... do.....	5,477 00
Middletown, Connecticut.....	2,264 00
New London..... do.....	5,950 34
New Haven..... do.....	12,957 26
Fairfield..... do.....	1,991 00
Stonington..... do.....	1,763 50
Sackett's Harbor, New York.....	8,185 00
Genesee..... do.....	6,704 40
Oswego..... do.....	20,061 97
Niagara..... do.....	11,171 39
Buffalo Creek..... do.....	16,166 66
Oswegatchie..... do.....	6,673 57
Sag Harbor..... do.....	1,184 65
New York..... do.....	792,874 78
Champlain..... do.....	8,482 41
Cape Vincent..... do.....	7,692 50
Perth Amboy..... New Jersey.....	3,352 67
Bridgetown..... do.....	198 00
Burlington..... do.....	122 93
Great Egg Harbor..... do.....	455 00
Little Egg Harbor..... do.....	893 00
Newark..... do.....	2,448 84
Philadelphia, Pennsylvania.....	173,667 45
Presque Isle..... do.....	715 60
Pittsburg..... do.....	703 25
Delaware, Del.....	22,286 99
Baltimore..... Maryland.....	142,706 00
Annapolis..... do.....	1,871 29

## A X—Continued.

Districts.	Amount.
Vienna..... Maryland .....	\$584 99
Havre-de-Grace... do.....	267 53
Georgetown, District of Columbia.....	3,905 25
Richmond..... Virginia.....	6,235 47
Norfolk and Portsmouth... do.....	26,928 64
Tappahannock..... do.....	1,145 00
Cherrystone..... do.....	347 00
Yorktown..... do.....	412 33
Petersburg..... do.....	5,616 31
Alexandria..... do.....	6,131 00
Wheeling..... do.....	360 39
Camden..... North Carolina.....	889 26
Edenton..... do.....	259 66
Plymouth..... do.....	561 00
Washington..... do.....	766 50
Newbern..... do.....	1,180 00
Ocracoke..... do.....	2,713 00
Beaufort..... do.....	301 60
Wilmington..... do.....	7,960 33
Charleston, South Carolina.....	65,940 82
Georgetown..... do.....	451 75
Beaufort..... do.....	313 00
Savannah, Georgia.....	32,356 08
St. Mary's..... do.....	673 00
Brunswick... do.....	442 86
Mobile, Alabama.....	28,595 48
Natchez, Mississippi .....	550 00
Vicksburg..... do.....	1,349 03
Pensacola..... Florida .....	3,757 32
St. Augustine..... do.....	3,549 28
Key West..... do.....	4,780 00
St. Mark's..... do.....	4,587 06
St. John's..... do.....	3,567 00
Appalachicola... do.....	4,369 00
New Orleans, Louisiana .....	200,608 90
Teché..... do.....	1,117 70
Texas..... Texas .....	8,691 92
Saluria..... do.....	3,867 74
Brazos de Santiago... do.....	13,941 13
Miami..... Ohio .....	2,210 75
Sandusky..... do.....	2,506 62
Cuyahoga..... do.....	3,690 80
Cincinnati... do.....	4,051 35
Detroit..... Michigan .....	26,784 51
Michillimackinac... do.....	1,949 46
Chicago, Illinois.....	2,853 01
Evansville..... Indiana.....	402 85
New Albany..... do.....	446 39
Louisville, Kentucky.....	2,397 69
Nashville, Tennessee.....	1,668 86
Memphis..... do.....	2,124 94
St. Louis, Missouri .....	2,439 20
Milwaukee, Wisconsin.....	2,577 50
Puget's Sound, Oregon.....	1,000 00
San Diego, California.....	1,000 00
Minnesota, Minnesota Territory .....	1,069 45
Total.....	2,245,017 85

F. BIGGER, Register.

## A X—Continued.

*Statement of the number of persons employed in each district of the United States for the collection of customs during the fiscal year ending June 30, 1853, with their occupation and compensation; per act March 3, 1849.*

Districts	Nu. of persons employed.	Occupation.	Compensation to each person.
Passamaquoddy .....	1	Collector .....	\$3,000 00
	1	Surveyor .....	2,036 05
	8	Inspectors .....	1,095 00
	1	do. ....	825 00
	1	do. ....	730 00
	1	do. ....	547 50
	1	Weigher and measurer .....	1,107 69
	1	do. ....	416 17
	1	Deputy collector .....	730 00
	1	Boatman .....	360 00
	1	do. ....	240 00
Machias .....	1	Collector .....	797 34
	1	Deputy collector and inspector .....	500 00
	1	Inspector .....	730 00
	1	do. ....	547 50
	1	do. ....	250 00
	1	Boatman .....	225 00
Frenchman's Bay .....	1	Collector .....	1,222 59
	1	Deputy collector and inspector .....	800 00
	1	do. ....	1,095 00
	2	do. .... do. ....	300 00
	1	Inspector .....	365 00
	1	Measurer, weigher and gauger .....	107 25
Penobscot .....	1	Boatman .....	600 00
	1	Collector .....	987 86
	1	Inspector .....	1,095 00
	1	do. ....	895 00
	1	do. ....	800 00
	1	do. ....	730 00
Waldoborough .....	1	do. ....	150 00
	1	Deputy collector .....	730 00
	1	Collector .....	1,478 70
	4	Inspectors .....	1,095 00
	1	do. ....	400 00
	1	do. ....	350 00
Wiscasset .....	1	do. ....	300 00
	1	do. ....	150 00
	1	Collector .....	850 00
	2	Deputy collectors and inspectors .....	1,095 00
	1	do. .... do. ....	730 00
	1	do. .... do. ....	912 50
Bath .....	1	Inspector .....	912 50
	1	Measurer .....	451 53
	1	Collector .....	1,952 19
	1	Deputy collector and inspector .....	1,095 00
	1	Inspector, weigher, gauger, and measurer .....	1,464 00
	1	do. .... do. ....	1,441 00
	1	Inspector .....	1,086 00
	1	do. ....	576 00
	1	do. ....	500 00
	2	do. ....	350 00

## A X—Continued.

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
Bath—Continued. ....	1	Inspector.....	\$252 00
	1	do.....	12 00
	1	Occasional weigher and gauger.....	303 70
	1	Boatman.....	300 00
Portland and Falmouth ...	1	Collector.....	3,000 00
	1	Deputy collector and occasional weigher, gauger, &c.....	1,500 00
	2	Weighers, gaugers, and measurers.....	1,500 00
	1	Surveyor.....	1,460 27
	6	Inspectors.....	1,095 00
	4	Occasional inspectors.....	862 00
	1	do.....	476 00
	1	Clerk.....	67 39
	2	Boatmen.....	300 00
Saco.....	1	Collector.....	414 56
	1	Inspector.....	675 00
	1	do.....	358 00
	1	do.....	44 00
	1	Aid of the revenue.....	66 00
Kennebunk.....	1	Collector.....	148 71
	1	Deputy collector, inspector, &c.....	600 00
	1	Inspector.....	80 00
	1	do.....	32 00
York.....	1	Collector.....	274 94
	1	Inspector.....	200 00
	1	do.....	120 00
Belfast.....	1	Collector.....	976 25
	2	Deputy collectors and inspectors.....	1,095 00
	2	Inspectors.....	730 00
Bangor.....	1	Collector.....	1,773 43
	1	Deputy collector and inspector, and weigher and gauger.....	1,178 40
	3	Deputy collectors and inspectors.....	1,095 00
	1	Weigher, gauger, &c.....	801 03
Portsmouth.....	1	Collector.....	670 53
	1	Naval officer.....	389 68
	1	Surveyor.....	418 13
	1	Deputy collector and inspector.....	730 00
	1	do.....	200 00
	4	Inspectors and measurers.....	1,062 85
	1	Occasional inspector.....	730 00
	1	do.....	105 00
	1	do.....	115 00
	3	do.....	180 27
	2	Inspectors.....	500 00
	1	do.....	360 00
	3	do.....	300 00
	1	do.....	276 64
	1	Weigher and gauger.....	233 03
Vermont.....	1	Collector.....	1,090 84
	2	Deputy collectors.....	730 00
	4	do.....	500 00
	5	do.....	360 00
	1	do.....	300 00
	3	do.....	240 00
	1	do.....	40 00

## A X—Continued.

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
Vermont—Continued.....	1	Inspector.....	\$500 00
	3	do.....	240 00
	1	do.....	160 00
	2	Boatmen.....	240 00
	2	do.....	120 00
Newburyport.....	1	Collector.....	462 44
	1	Naval officer.....	150 00
	2	Surveyors.....	250 00
	1	Weigher and measurer.....	502 08
	1	Gauger.....	164 40
	1	Inspector.....	816 00
	1	do.....	705 00
	1	do.....	198 00
	1	do.....	429 00
	1	Occasional inspector.....	360 00
	1	do.....	27 00
	2	Boatmen.....	160 00
	1	Aid to revenue.....	36 00
Gloucester.....	1	Collector.....	2,732 41
	1	Surveyor.....	250 00
	2	Inspectors.....	1,095 00
	1	do.....	300 00
	1	do.....	150 00
	1	Weigher, gauger, and measurer.....	879 08
	1	do.....	1,019 34
	1	Boatman.....	200 00
Salem and Beverly.....	1	Collector.....	2,308 43
	1	Deputy collector.....	1,000 00
	1	Naval officer.....	1,455 78
	1	Surveyor.....	1,128 02
	1	do.....	341 57
	3	Weighers and gaugers.....	1,500 00
	2	Measurers.....	891 99
	1	Clerk.....	930 00
	12	Inspectors.....	838 00
	2	Boatmen.....	300 00
	1	Laborer and assistant storekeeper.....	547 50
Marblehead.....	1	Collector.....	790 15
	1	Surveyor.....	447 68
	1	Measurer.....	229 00
	3	Inspectors.....	365 00
	1	do.....	547 50
	1	do.....	182 00
	2	Boatmen.....	180 00
	1	do.....	100 00
Boston and Charlestown..	1	Collector.....	6,400 00
	1	Naval officer.....	5,000 00
	1	Surveyor.....	4,900 00
	3	Deputy collectors.....	2,500 00
	1	Collector's clerk.....	2,500 00
	3	do.....	1,400 00
	1	do.....	1,300 00
	7	do.....	1,200 00
	8	do.....	1,100 00
	7	do.....	1,000 00
	1	do.....	900 00



## A X—Continued.

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
Boston and Charlestown— Continued.	1	Superintendent and messenger .....	\$1,200 00
	56	Inspectors.....	1,095 00
	1	do .....	800 00
	2	do .....	700 00
	21	Night inspectors.....	600 00
	9	Weighers .....	1,485 00
	4	Gaugers.....	1,485 00
	8	Measurers .....	1,485 00
	1	Appraiser at large.....	2,500 00
	2	Appraisers.....	2,500 00
	2	Assistant appraisers.....	2,000 00
	2	Appraisers' clerks.....	1,200 00
	3	do .....	1,000 00
	1	do .....	900 00
	3	do .....	800 00
	2	do .....	730 00
	1	Special examiner of drugs.....	1,000 00
	1	Storekeeper.....	1,400 00
	3	Assistant storekeepers.....	1,100 00
	1	do .....	1,000 00
	1	Storekeeper's clerk.....	1,095 00
	1	do .....	1,000 00
	1	do .....	900 00
	1	do .....	800 00
	1	do .....	600 00
	1	Deputy naval officer.....	2,000 00
	1	Naval officer's clerk.....	1,200 00
	4	do.....do.....	1,150 00
	1	Naval officer's messenger.....	480 00
	1	Deputy surveyor.....	2,000 00
	1	Surveyor's clerk.....	1,150 00
	1	do .....	1,000 00
	1	Surveyor's messenger.....	500 00
Plymouth .....	1	Collector.....	690 97
	1	Inspector.....	1,095 00
	1	do .....	800 00
	1	do .....	600 00
	1	do .....	300 00
	1	do .....	160 00
	1	Measurer.....	35 00
Fall River .....	1	Weigher.....	126 00
	1	Collector.....	1,082 02
	1	Inspector, weigher, and measurer.....	1,163 70
	1	do.....do.....	1,163 17
	1	do.....do.....	1,132 20
	1	Weigher and measurer.....	511 59
	1	Boatman .....	275 00
Barnstable.....	1	Collector.....	1,331 43
	6	Deputy collectors and inspectors.....	250 22
	11	Inspectors.....	286 63
	2	Boatmen .....	90 00
	1	Weigher.....	103 00
New Bedford .....	1	Clerk.....	100 00
	1	Collector.....	2,975 00
	2	Inspectors.....	1,095 00
	1	Clerk.....	800 00

## A X—Continued.

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
New Bedford—Continued.	1	Inspector, weigher, measurer and gauger..	\$1,430 00
	1	.....do.....do.....do.....do.....	1,256 00
	1	Inspector and measurer.....do.....	422 00
	1	Inspector.....do.....	300 00
	1	.....do.....do.....	102 00
	1	.....do.....do.....	126 00
	1	.....do.....do.....	84 00
	1	Boatman.....do.....	420 00
Edgartown.....	1	Collector.....do.....	805 05
	1	Deputy collector and inspector.....do.....	600 00
	1	.....do.....do.....	500 00
	1	Inspector.....do.....	500 00
	1	Temporary inspector.....do.....	375 00
	1	.....do.....do.....	51 00
Nantucke.....	1	Collector.....do.....	483 97
	1	Inspector.....do.....	1,095 00
	1	.....do.....do.....	730 00
	2	Boatmen.....do.....	150 00
Providence.....	1	Collector.....do.....	1,392 37
	1	Clerk.....do.....	600 00
	1	Naval officer.....do.....	738 73
	1	Surveyor, Providence.....do.....	711 36
	1	Surveyor, East Greenwich.....do.....	250 00
	1	Surveyor, Pawtuxet.....do.....	200 00
	4	Inspectors, coastwise.....do.....	547 50
	6	Inspectors, foreign.....do.....	337 00
	1	Inspector, Pawtuxet.....do.....	450 00
	1	Inspector, East Greenwich.....do.....	300 00
	1	Weigher.....do.....	1,500 00
	1	Gauger.....do.....	227 36
	1	.....do.....do.....	207 36
	1	Measurer.....do.....	1,391 52
	1	Boatman, Providence.....do.....	300 00
	1	Boatman, Pawtuxet.....do.....	300 00
	1	Boatman, East Greenwich.....do.....	132 00
	1	Inspector, Pawtuxet.....do.....	300 00
Bristol and Warren.....	1	Collector.....do.....	856 29
	1	Inspector.....do.....	549 00
	1	.....do.....do.....	546 00
	1	.....do.....do.....	420 00
	1	.....do.....do.....	132 00
	1	Temporary inspector.....do.....	60 00
	1	.....do.....do.....	51 00
	1	.....do.....do.....	36 00
	1	.....do.....do.....	33 00
	1	.....do.....do.....	27 00
	1	Gauger.....do.....	313 80
	1	.....do.....do.....	33 00
	1	Assistant storekeeper.....do.....	547 50
	1	Boatman.....do.....	180 00
	1	.....do.....do.....	60 00
	2	Surveyors.....do.....	250 00
Newport.....	1	Collector.....do.....	881 74
	1	Naval officer.....do.....	403 54
	1	Surveyor.....do.....	439 98
	1	.....do.....do.....	250 00

## A X—Continued.

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
Newport—Continued.....	1	Surveyor .....	\$200 00
	1	Deputy collector and inspector.....	549 00
	1	Inspector .....	549 00
	1	do .....	546 00
	1	do .....	400 00
	1	Occasional inspector.....	132 00
	1	do .....	129 00
	1	do .....	159 00
	1	do .....	93 00
	1	Inspector .....	243 63
	1	do .....	66 15
	1	Weigher .....	21
	1	Gauger .....	478 92
	1	Boatman .....	324 00
	1	do .....	144 00
Middletown .....	1	Collector.....	569 12
	3	Surveyors .....	362 13
	2	Inspectors.....	500 00
	1	do .....	250 00
	2	do .....	300 00
	1	Gauger .....	3 00
	1	Weigher and measurer.....	128 16
	1	Deputy collector .....	50 00
New London .....	1	Collector.....	1,558 59
	1	Inspector.....	600 00
	1	do .....	650 00
	1	do .....	500 00
	1	do .....	250 00
	1	do .....	100 00
	1	Surveyor.....	250 00
	2	Weighers .....	273 49
	2	Gaugers.....	17 73
	1	Boatman .....	300 00
New Haven.....	1	Collector.....	3,000 00
	1	Deputy collector .....	1,095 00
	1	Inspector, weigher and measurer.....	1,500 00
	2	Gaugers and weighers.....	1,500 00
	4	Inspectors.....	1,095 00
	3	do .....	75 00
	1	Day and night inspector.....	900 00
	1	Storekeeper.....	133 00
	1	Boatman .....	300 00
	1	Surveyor .....	200 00
Fairfield .....	1	Collector.....	1,236 00
	1	Inspector, weigher, gauger, &c.....	1,257 00
	1	do .....	188 00
	1	do .....	159 00
	1	Night watch.....	40 00
Stonington .....	1	Collector.....	850 75
	1	Surveyor.....	150 00
	2	Inspectors.....	500 00
	1	Boatman .....	216 00
	1	do .....	144 00
Sackett's Harbor .....	1	Collector.....	750 20
	1	Deputy collector and inspector.....	730 00
	1	do .....	640 00
	1	do .....	412 50

## A X—Continued.

Districts.	No. of persons employed.	Occupation.	Compensation to each per-son.
Sackett's Harbor—Cont'd.	1	Deputy collector and inspector.....	\$300 00
	1	do.....do.....	250 00
	3	Temporary inspectors.....	730 00
	1	do.....do.....	547 50
	1	do.....do.....	275 00
	1	Night watch.....	412 50
Genesee.....	1	do.....do.....	275 00
	1	Collector.....	784 20
	5	Deputy collectors and inspectors.....	730 00
	4	Aids to revenue.....	547 50
	2	Night watch.....	456 25
	1	Boatman.....	180 00
Oswego.....	1	Collector.....	961 84
	1	Deputy collector.....	1,000 00
	3	Inspectors.....	730 00
	1	do.....do.....	500 00
	1	do.....do.....	300 00
	1	do.....do.....	365 00
	1	do.....do.....	410 62
	1	do.....do.....	250 00
	4	Night watchmen.....	365 00
	1	do.....do.....	547 50
	7	Clerks.....	730 00
	1	do.....do.....	600 00
Niagara.....	1	Boatman.....	300 00
	1	Collector.....	1,359 14
	1	Deputy collector and inspector.....	693 00
	3	Inspectors.....	730 00
	1	Deputy collector and inspector.....	730 00
	1	do.....do.....	400 00
	1	Aid to revenue.....	730 00
	1	do.....do.....	670 00
	3	Deputy collectors.....	365 00
	1	do.....do.....	259 00
	1	do.....do.....	151 00
	1	Night watch.....	365 00
Buffalo.....	1	Collector.....	1,954 23
	1	Deputy collector.....	1,000 00
	1	do.....do.....	730 00
	1	do.....do.....	500 00
	4	do.....do.....	250 00
	1	do.....do.....	472 50
	1	Inspector.....	730 00
	1	do.....do.....	730 00
	1	do.....do.....	916 67
	2	do.....do.....	778 50
	5	Night watch.....	730 00
	1	Aid to revenue.....	550 00
Sag Harbor.....	1	Boatman.....	300 00
	2	Clerks.....	730 00
	1	Collector.....	463 59
	1	Inspector.....	63 00
	1	do.....do.....	51 00
	1	do.....do.....	9 00
Oswegatchie.....	1	Collector.....	1,460 10
	1	Deputy collector and inspector.....	900 00
	1	do.....do.....do.....	450 00

## A X—Continued.

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
Oswegatchie—Continued ..	1	Deputy collector and inspector .....	\$500 00
	1	do.....do.....	400 00
	2	do.....do.....	463 75
	1	Inspector.....do.....	730 00
	1	Watchman.....	640 00
	2	Boatmen and night watch.....	240 00
New York.....	1	Collector.....	6,340 00
	5	Deputy collectors.....	2,500 00
	1	Auditor.....	4,000 00
	1	Assistant auditor.....	2,500 00
	1	Cashier.....	2,500 00
	1	Assistant cashier .....	2,000 00
	3	Clerks .....	1,500 00
	8	do.....	1,250 00
	7	do.....	1,200 00
	29	do.....	1,000 00
	26	do.....	900 00
	18	do.....	800 00
	5	do.....	700 00
	1	do.....	500 00
	1	Keeper of custom-house.....	800 00
	6	Watchmen .....	547 50
	1	Sunday watchman.....	166 00
	1	Fireman .....	456 25
	6	Porters.....	360 00
	2	Messengers.....	400 00
	1	Messenger.....	350 00
	2	do.....	300 00
	1	do.....	200 00
		<i>Naval Office.</i>	
	1	Naval officer.....	4,950 00
	3	Deputy naval officers.....	2,000 00
	1	Clerk .....	1,400 00
	1	do.....	1,200 00
	5	do.....	1,050 00
	4	do.....	1,000 00
	4	do.....	950 00
	16	do.....	900 00
	2	do.....	850 00
	1	do.....	800 00
	2	do.....	750 00
	4	do.....	600 00
	1	do.....	250 00
	2	do.....	150 00
	1	Porter .....	450 00
		<i>Surveyor's Office.</i>	
	1	Surveyor.....	4,851 00
	1	Deputy surveyor.....	2,000 00
	1	Clerk .....	1,100 00
	5	do.....	1,000 00
	1	do.....	700 00
	1	Porter and messenger.....	600 00

## A X—Continued.

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
<i>Appraisements.</i>			
New York—Continued....	1	General appraiser.....	\$2,500 00
	3	Appraisers.....	2,500 00
	5	Assistant appraisers.....	2,000 00
	9	Clerks.....	1,300 00
	10	do.....	1,200 00
	1	do.....	1,100 00
	3	do.....	1,000 00
	1	do.....	750 00
	3	Storekeeper's clerks.....	1,000 00
	4	do.....	800 00
	1	Laborer.....	1,000 00
	2	do.....	800 00
	2	do.....	780 00
	2	do.....	676 00
	2	do.....	624 00
	63	do.....	520 00
	1	Special examiner of drugs.....	2,000 00
<i>Public warehouses.</i>			
	1	Deputy collector and storekeeper.....	2,500 00
	1	Warehouse register.....	1,200 00
	1	Clerk.....	1,200 00
	23	do.....	1,000 00
	8	do.....	900 00
	36	do.....	800 00
	1	do.....	700 00
	16	Watchmen on wharves and piers.....	547 50
	39	Watchmen in public stores.....	547 50
	1	Day watchman.....	365 00
	8	Laborers.....	780 00
	2	do.....	650 00
	18	do.....	520 00
	2	do.....	480 00
	37	do.....	390 00
	1	do.....	360 00
	1	Weigher.....	1,485 00
	18	Assistants.....	480 00
	7	Gaugers.....	1,485 00
	7	Assistants.....	480 00
	15	Measurers.....	1,485 00
	193	Inspectors.....	1,095 00
	1	Inspector on Long Island.....	730 00
	75	Night inspectors.....	547 50
	1	Deputy collector and inspector at Albany..	1,095 00
	2	Inspectors at Albany.....	1,095 00
	1	Surveyor at Albany.....	150 00
	1	Deputy collector and inspector at Troy...	1,095 00
	1	Surveyor at Troy.....	250 00
	4	Measurers of passenger vessels.....	930 00
	1	Watchman in assistant treasurer's office...	912 50
	2	do.....do.....do.....	547 50
	2	Assistants to markers.....	600 00
	18	Bargemen.....	600 00

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A X—Continued.

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Districts.	No. of persons employed.	Occupation.	Compensation to each person.
Champlain .....	1	Collector.....	\$1,203 41
	2	Deputy collectors and inspectors.....	750 00
	2	do.....do.....	600 00
	3	do.....do.....	500 00
	1	do.....do.....	450 00
	5	do.....do.....	400 00
Cape Vincent.....	1	Collector.....	1,014 00
	3	Deputy collectors and inspectors.....	730 00
	5	do.....do.....	336 16
	2	Aids to the revenue.....	537 92
	1	Boatman.....	300 00
Perth Amboy .....	1	Collector.....	811 57
	1	Deputy collector.....	600 00
	1	Surveyor.....	150 00
	3	Inspectors.....	600 00
	1	Inspector.....	574 00
	1	do.....	562 00
Bridgetown.....	1	Collector.....	199 15
Burlington .....	1	Collector.....	161 50
Great Egg Harbor .....	1	Collector.....	590 57
	1	Inspector.....	361 00
Little Egg Harbor.....	1	Collector.....	334 40
	6	Inspectors.....	51 00
Newark.....	1	Collector.....	1,212 00
	1	Deputy collector and inspector.....	722 00
	1	Inspector.....	562 00
Camden.....	1	Surveyor.....	265 00
Philadelphia .....	1	Collector.....	6,055 24
	1	Naval officer.....	5,000 00
	1	Surveyor.....	4,500 00
	2	Deputy collectors.....	2,500 00
	2	Deputy naval officers and surveyor.....	2,000 00
	2	Appraisers.....	2,500 00
	2	Assistant appraisers.....	2,000 00
	1	Special examiner of drugs.....	1,000 00
	1	Weigher.....	1,485 00
	2	Deputy weighers.....	1,000 00
	2	Gaugers.....	1,485 00
	4	Measurers.....	1,485 00
	1	Clerk.....	1,600 00
	1	do.....	1,300 00
	1	do.....	1,200 00
	3	do.....	1,100 00
	9	do.....	1,000 00
	1	do.....	950 00
	5	do.....	900 00
	3	do.....	860 00
	1	do.....	850 00
	3	do.....	800 00
	3	do.....	760 00
	1	Superintendent public stores.....	1,500 00
	1	Assistant storekeeper.....	840 00
	3	Examiners.....	1,095 00
	1	Inspector.....	730 00
	45	do.....	1,095 00
	17	do (occasional).....	730 00

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## A X—Continued.

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
Philadelphia—Continued...	2	Principal night inspectors.....	\$800 00
	26	Night inspectors.....	547 50
	4	Boatmen.....	360 00
	3	Messengers.....	600 00
	4	Laborers.....	547 50
	2	Laborers.....	456 25
	1	do.....	400 00
	9	Watchmen.....	547 50
	1	do.....	456 25
	1	do.....	420 00
	3	Packers.....	547 50
	1	Sampler.....	547 50
Presque Isle.....	1	Collector.....	331 25
	1	Deputy collector and inspector.....	736 00
Pittsburg.....	1	Surveyor.....	2, 228 63
Delaware.....	1	Collector.....	694 09
	3	Inspectors.....	1, 095 00
	1	do.....	800 00
	2	Messengers.....	365 00
Baltimo.....	1	Collector.....	6, 000 00
	1	Cashier.....	1, 500 00
	1	Deputy collector.....	2, 500 00
	2	Clerks.....	1, 200 00
	3	do.....	1, 100 00
	1	do.....	1, 000 00
	3	do.....	900 00
	1	do.....	850 00
	1	Messenger.....	547 50
	27	Inspectors.....	1, 095 00
	2	Watchmen.....	638 75
	26	do.....	547 50
	1	Storekeeper.....	1, 150 00
	1	do.....	1, 095 00
	1	Assistant storekeeper.....	626 00
	2	Clerks.....	1, 000 00
	3	Porters.....	547 50
	1	Weigher.....	1, 500 00
	2	Deputy weighers.....	1, 000 00
	1	do.....	720 00
	1	Gauger.....	1, 500 00
	1	Measurer.....	1, 500 00
	1	Deputy measurer.....	1, 000 00
	1	do.....	626 00
	1	Naval officer.....	5, 000 00
	1	Deputy naval officer.....	2, 000 00
	1	Clerk.....	1, 000 00
	1	Surveyor.....	4, 500 00
	1	Clerk.....	1, 000 00
	1	Storekeeper at lazaretto.....	150 00
	2	Appraisers.....	2, 500 00
	1	Clerk.....	1, 200 00
	1	do.....	1, 000 00
	1	do.....	626 00
	1	do.....	547 50
Annapolis.....	1	Porter.....	303 53
	1	Collector.....	250 00
	1	Surveyor.....	



## A X—Continued.

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
Annapolis—Continued.....	1	Surveyor.....	\$200 00
	2	do.....	150 00
Oxford.....	1	Collector.....	385 09
Vienna.....	1	do.....	575 82
	1	Deputy collector.....	365 00
Havre de Grace.....	1	Surveyor.....	150 98
Town Creek.....	1	do.....	153 42
Georgetown, D. C.....	1	Collector.....	1,631 00
	1	Deputy collector and inspector.....	821 75
	1	do.....do.....	800 00
	1	do.....do.....	183 33
	1	Weigher.....	551 89
	1	Gauger.....	21 48
	1	Clerk.....	500 00
Richmond.....	1	Collector.....	2,082 32
	4	Deputy collectors, inspectors, &c.....	1,095 00
	1	Gauger.....	160 68
Norfolk and Portsmouth...	1	Collector.....	1,558 50
	1	Deputy collector, inspector, &c.....	1,095 00
	1	Clerk.....	500 00
	1	Naval officer.....	720 35
	1	Deputy naval officer.....	730 00
	1	Surveyor.....	429 94
	3	Inspectors.....	1,095 00
	1	Inspector.....	873 00
	1	do.....	400 00
	1	Weigher and gauger.....	571 21
	1	Measurer.....	907 44
	1	Watchman.....	365 00
	1	Boatman.....	300 00
	2	Boatmen (beach).....	192 00
	3	Surveyors.....	250 00
Tappahannock.....	1	Collector.....	388 93
	1	Deputy collector.....	300 00
	2	Surveyors.....	150 00
	3	do.....	250 00
Cherrystone.....	1	Collector.....	233 44
	1	Surveyor.....	250 00
Yorktown.....	1	Collector.....	395 27
	1	Surveyor.....	200 00
	1	Deputy collector.....	100 00
Petersburg.....	1	Collector.....	662 30
	2	Inspectors.....	1,095 00
	1	Surveyor.....	500 00
	1	Weigher, gauger, &c.....	1,500 00
	1	Deputy collector.....	730 00
	1	do.....	104 17
	1	Aid to the revenue.....	16 00
Alexandria.....	1	Collector.....	1,592 61
	1	Deputy collector.....	1,068 00
	1	Surveyor.....	300 00
	2	Inspectors.....	832 00
	1	do.....	213 00
	1	Weigher and measurer.....	1,448 63
	1	Gauger.....	54 60
	1	Boatman.....	360 00

## A X—Continued.

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
Wheeling .....	1	Surveyor .....	\$892 29
Yeocomico .....	1	Surveyor .....	150 00
Camden, N. C. ....	1	Collector .....	743 78
	1	Temporary inspector, gauger, &c .....	560 55
	1	.....do.....do .....	24 63
Edenton .....	1	Collector .....	346 00
Plymouth .....	1	Collector .....	664 06
	1	Surveyor .....	150 00
	1	Inspector .....	141 23
	1	.....do.....do .....	47 02
Washington .....	1	Collector .....	600 00
	1	Deputy collector, &c .....	500 00
Newbern .....	1	Collector .....	315 65
	1	Inspector, gauger, weigher, &c .....	384 86
Ocracoke .....	1	Collector .....	1,022 15
	1	Deputy collector and inspector .....	480 00
	3	Boatmen .....	240 00
	2	.....do.....do .....	180 00
	1	Deputy collector and inspector .....	360 00
Beaufort .....	1	Collector .....	366 52
	1	Inspector .....	33 00
	1	Measurer .....	25 35
Wilmington .....	1	Collector .....	2,663 59
	1	Naval officer .....	937 63
	1	Surveyor .....	928 08
	2	Inspectors .....	600 00
	1	.....do.....do .....	800 00
	1	.....do.....do .....	760 00
	1	.....do.....do .....	375 00
	1	Boarding officer .....	431 00
	4	Seamen .....	240 00
	1	Weigher and gauger .....	1,500 00
	1	Messenger .....	225 00
Charleston .....	1	Collector .....	6,000 00
	1	Naval officer .....	2,605 75
	1	Surveyor .....	2,020 08
	1	Deputy collector .....	1,200 00
	1	Deputy naval officer .....	1,000 00
	1	Abstract and debenture clerk .....	1,340 00
	1	Registry clerk .....	1,095 00
	1	Clerk .....	1,000 00
	1	.....do.....do .....	600 00
	27	Inspectors .....	1,095 00
	1	Weigher .....	1,500 00
	1	Measurer .....	1,500 00
	1	Gauger .....	1,500 00
	2	Appraisers .....	1,500 00
	6	Boatmen .....	360 00
	1	Messenger .....	265 00
Georgetown, S. C .....	1	Collector .....	440 00
	1	Deputy collector .....	141 00
Beaufort, S. C .....	1	Collector .....	250 21
Savannah .....	1	Collector .....	2,280 50
	1	Deputy collector .....	1,200 00
	1	Clerk .....	1,100 00
	1	.....do.....do .....	800 00

H Doc. 3.  
A X—Continued.

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Districts.	No. of persons employed.	Occupation.	Compensation to each person.
Savannah—Continued .....	1	Naval officer.....	\$942 49
	1	Surveyor .....	819 49
	1	Weigher and gauger .....	1,500 00
	1	Storekeeper .....	800 00
	2	Appraisers .....	1,500 00
	10	Inspectors .....	1,095 00
	4	Boatmen .....	360 00
	1	Appraiser's porter.....	360 00
	1	Custom-house porter .....	600 00
	1	Surveyor at Hardwich .....	250 00
	1	Surveyor at Sunbury .....	250 00
Brunswick.....	1	Collector .....	250 00
	1	Temporary inspector .....	248 00
St. Mary's, Ga.....	1	Collector .....	731 02
	1	Inspector.....	200 00
	2	Boatmen .....	60 00
Mobile.....	1	Collector .....	6,000 00
	2	Inspectors and clerks .....	1,500 00
	9	Inspectors .....	1,092 00
	4	do .....	969 00
	2	do .....	930 00
	1	do .....	409 50
	2	Weighers and measurers .....	1,500 00
	1	Appraiser .....	924 00
	1	Gauger.....	187 62
Pearl River.....	1	Collector.....	678 25
Natchez.....	1	Collector.....	500 00
Vicksburg.....	1	Collector.....	568 03
Pensacola.....	1	Collector.....	1,587 20
	1	Inspector.....	1,095 00
	1	Surveyor .....	300 00
	3	Boatmen .....	300 00
St. Augustine.....	1	Collector.....	500 00
	1	Deputy collector and inspector.....	730 00
	1	Inspector.....	500 00
	6	Boatmen .....	192 00
Key West.....	1	Collector.....	1,726 36
	1	Deputy collector.....	1,095 00
	1	Inspector.....	1,095 00
	1	do .....	550 00
	1	Temporary inspector .....	42 00
St. Mark's.....	1	Collector.....	636 16
	3	Inspectors .....	1,095 00
	4	Boatmen .....	300 00
	2	do .....	240 00
St. John's.....	1	Collector.....	510 77
	2	Inspectors.....	730 00
	1	Surveyor .....	300 00
	2	Boatmen.....	180 00
	2	do .....	120 00
Apalachicola .....	1	Collector.....	663 80
	1	Inspector.....	1,095 00
	1	Temporary inspector.....	630 00
	1	do .....	48 00
	4	Boatmen.....	300 00
	1	Weigher and gauger .....	1 500 00

## A X—Continued.

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
New Orleans.....	1	Collector.....	\$6,400 00
	2	Deputy collectors.....	2,500 00
	5	Clerks.....	1,500 00
	9	do.....	1,200 00
	4	do.....	1,000 00
	3	do.....	900 00
	1	Porter.....	730 00
	76	Inspectors.....	1,095 00
	3	Gaugers.....	1,500 00
	1	Deputy gauger (6 months).....	600 00
	1	Weigher.....	1,500 00
	1	Deputy weigher.....	1,200 00
	1	Measurer.....	1,500 00
	1	Deputy measurer.....	1,095 00
	1	Naval officer.....	5,000 00
	1	Deputy naval officer.....	2,000 00
	1	Clerk.....	1,200 00
	1	do.....	1,050 00
	1	do.....	730 00
	1	Surveyor.....	4,500 00
	2	Deputy surveyors.....	1,500 00
	4	Boatmen.....	540 00
	12	do.....	360 00
	2	Appraisers.....	2,500 00
	2	Assistant appraisers.....	2,000 00
	2	Clerks.....	1,095 00
	1	Messenger.....	900 00
	2	Porters.....	540 00
	2	do.....	360 00
	1	Storekeeper.....	1,500 00
	1	Deputy storekeeper.....	1,095 00
	6	Laborers.....	480 00
	8	do.....	420 00
	2	Custom-house watchmen.....	730 00
Teché.....	1	Collector.....	811 96
	1	Deputy collector.....	150 00
Texas.....	1	Collector.....	1,750 00
	1	Deputy collector.....	730 00
	1	do.....	1,000 00
	2	Inspectors.....	1,095 00
	1	Boarding officer, weigher and gauger.....	1,200 00
Saluria.....	1	Surveyor.....	1,000 00
	1	Clerk.....	900 00
	1	Collector.....	1,250 00
	1	Deputy collector and inspector.....	500 00
	2	do.....do.....	250 00
Brazos de Santiago.....	2	Surveyors and inspectors.....	600 00
	2	do.....do.....	500 00
	2	do.....do.....	300 00
	2	Boatmen.....	1,750 00
	1	Collector.....	1,000 00
	1	Deputy collector and inspector.....	1,000 00
	2	do.....do.....	800 00
	3	do.....do.....	800 00
	3	Inspectors.....	800 00
	1	Storekeeper.....	800 00
	3	Clerks.....	800 00

## A X—Continued.

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
Brazos de Santiago—Cont'd	1	Bargeman .....	\$480 00
Miami .....	1	Collector .....	323 63
	1	Deputy collector and inspector .....	756 76
	1	.....do.....do.....	302 44
	1	.....do.....do.....	300 63
	1	.....do.....do.....	257 76
Sandusky .....	1	Collector .....	409 04
	1	Deputy collector.....	800 00
	1	.....do.....	300 00
	3	.....do.....	200 00
	1	Clerk .....	365 00
Cuyahoga .....	1	Collector .....	1, 116 76
	1	Deputy collector.....	730 00
	4	Inspectors .....	240 00
	2	.....do.....	600 00
Cincinnati .....	1	Surveyor .....	3, 000 00
	1	Clerk .....	600 00
Detroit .....	1	Collector .....	1, 616 64
	1	Deputy collector.....	1, 000 00
	2	.....do.....	480 00
	1	.....do.....	360 00
	4	.....do.....	240 00
	1	.....do.....	120 00
	1	Weighter, measurer, and gauger.....	984 00
	1	Secret inspector.....	912 00
	2	Inspectors and clerks .....	600 00
	1	.....do.....do.....	480 00
	10	Inspectors.....	360 00
	5	.....do.....	240 00
	1	.....do.....	180 00
	1	.....do.....	150 00
Michilimackinac .....	1	Collector.....	835 95
	2	Deputy collectors and inspectors .....	300 00
	1	.....do.....do.....	400 00
	1	.....do.....do.....	240 00
Chicago.....	1	Collector.....	835 95
	1	Deputy collector and inspector.....	524 44
	1	.....do.....do.....	308 33
	1	.....do.....do.....	360 00
	1	Inspector.....	341 67
	1	.....do.....	297 00
Milwaukee.....	1	Collector.....	740 00
	1	Deputy collector.....	480 00
	3	.....do.....	360 00
Oregon.....	1	Collector.....	3, 000 00
	1	Deputy collector, clerk, and inspector .....	1, 000 00
	3	Surveyors.....	1, 000 00
Puget's Sound.....	1	Collector.....	1, 000 00
	1	Surveyor .....	1, 000 00
	1	Deputy collector.....	1, 000 00
	1	Inspector.....	1, 080 00
	2	Boatmen .....	480 00
Umpqua.....	1	Collector.....	1, 016 39
San Francisco.....	1	Collector.....	10, 000 00
	2	Deputy collectors.....	3, 846 95

## A X—Continued.

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
San Francisco—Continued.	1	Cashier.....	\$4,000 00
	2	Clerks .....	3,800 00
	1	do .....	3,600 00
	2	do .....	3,300 00
	3	do .....	3,200 00
	10	do .....	3,000 00
	4	Watchmen .....	1,402 75
	2	Messengers .....	1,560 00
	1	Porter .....	1,560 00
	1	Naval officer.....	8,000 00
	1	Deputy naval officer .....	4,000 00
	1	Clerk .....	3,025 00
	1	do .....	300 00
	2	do .....	3,300 00
	2	do .....	3,000 00
	1	Surveyor .....	7,000 00
	1	Deputy surveyor.....	4,000 00
	1	Clerk .....	3,300 00
	1	do .....	266 66
	1	do .....	3,000 00
	2	do .....	2,200 00
	2	do .....	216 66
	1	Messenger.....	1,800 00
	3	Appraisers .....	6,000 00
	2	Assistant appraisers.....	3,500 00
	3	Examiners.....	3,000 00
	4	Clerks .....	2,160 00
	1	Messenger .....	1,560 00
	1	Watchman and superintendent of laborers.....	2,160 00
	8	Laborers .....	1,440 00
	1	Storekeeper.....	4,000 00
	1	Assistant storekeeper .....	3,000 00
	2	Clerks .....	3,000 00
	1	Inspector and clerk.....	2,920 00
	2	Inspectors .....	2,780 00
	6	do .....	1,330 00
	7	Watchmen.....	1,479 14
	18	Laborers .....	1,348 83
	4	Inspectors .....	2,920 00
	63	do .....	1,803 85
	1	Weigher and measurer.....	3,600 00
	2	do .....	3,000 00
	1	Gauger .....	3,600 00
	1	do .....	3,000 00
Sonoma.....	1	Collector .....	3,739 63
	1	Deputy collector .....	2,920 00
	2	Inspectors .....	2,190 00
	1	do .....	1,568 00
	1	Weigher.....	2,911 49
	2	Boatmen .....	880 00
San Joaquin.....	1	Collector .....	3,000 00
	1	Deputy collector .....	182 50
	1	Inspector .....	2,190 00
Sacramento.....	1	Collector .....	3,000 00
	2	Inspectors .....	2,190 00

## A X—Continued.

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
San Diego.....	1	Collector.....	\$3,000 00
	1	Deputy collector.....	2,920 00
	2	Surveyors.....	2,000 00
	2	Special inspectors.....	420 00
Monterey.....	1	Collector.....	3,000 00
	1	Deputy collector.....	2,190 00
	2	Inspectors.....	2,190 00
	1	do.....	1,578 00
Minnesota.....	1	Collector.....	1,200 00
	1	Deputy collector and inspector.....	800 00
Louisville.....	1	Surveyor.....	2,088 17
Nashville.....	1	Surveyor.....	1,263 44
Memphis.....	1	Surveyor.....	2,016 12
St. Louis.....	1	Surveyor.....	3,000 00
	2	Clerks.....	716 00
Evansville.....	1	Surveyor.....	377 35
New Albany.....	1	Surveyor.....	1,809 40

T. BIGGER, *Register.*TREASURY DEPARTMENT,  
*Register's Office, November 1, 1853.*

## CIRCULARS ISSUED TO COLLECTORS SINCE MARCH 4, 1853.

TREASURY DEPARTMENT, *March 8, 1853.*

SIR: Circular (new series) No. 74, issued from this department under date of 2d instant, is hereby countermanded, and you will take no steps under it in the form of payments, credits, or the preparation of statements, without further instructions upon the subject.

I am, very respectfully,

JAMES GUTHRIE,  
*Secretary of the Treasury.*

*General regulations in respect to the act of Congress of August 30, 1852,  
relating to steamboats.*

TREASURY DEPARTMENT,  
*May 10, 1853.*

The salary of each supervising inspector will be sent to him at the close of each quarter, without his rendering a special account to the Treasury Department. The date of the oath of each of these officers should be reported to the Secretary of the Treasury, with a statement of the place to which the drafts for the payment of his salary are to be sent. Notice should be given before the close of the quarter of any change of locality.

Ten cents a mile will be allowed for travelling expenses in lieu of all charges in detail.

The form of account for such expenses will be as follows:

*United States to A. B., supervising inspector, Dr.*

*District No. ———.* For travelling expenses from (naming the principal port of the district,) to (naming the place of destination,) commencing on the ——— day of ———, and ending on the ——— day of ———.

Number of miles at ten cents a mile ———.

In returning, give a proper description of the route back, inserting the dates, and carrying out the amount as above. If the travel is by land, the route should be designated.

For the expense of transporting from place to place the instruments used in inspection, the inspector who incurs the expense should take a receipt from the person employed, stating the kind of instrument transported, from whence taken, and where delivered.

For other incidental expenses the inspector will also take receipts.

These expenses will be included in the inspector's account-current, accompanied by the receipt, or receipts, as vouchers.

Accounts for all such expenses should be sent to the Secretary of the Treasury at the close of each quarter; and the law requires that they be rendered under oath.



If both kind of expenses should be charged in the same account, the oath may be as follows:

*State of ———, ss.*

—————, 185 .

I, A B, supervising inspector for district No. ———, do solemnly swear (or affirm) that the travelling was necessary in the performance of my duty, and when away from ———, the principal port in my district; and that I actually paid for the transportation of instruments, and for other incidental expenses, as charged, and that the same is reasonable.

If only one kind of expense enters into an account, the part of the oath that applies to that expense alone will be taken.

The oath may be administered by an officer of the United States, or of the proper State or Territory authorized to administer an oath, or by a collector, or surveyor of customs acting as collector. If by a magistrate of a State or Territory, his authority to administer an oath must be verified by a clerk of a court of record.

An inspector is not to draw negotiable drafts on the department. When an account shall be settled, the money will be paid or sent according to written instructions.

In cases in which a local board of inspectors shall neglect its duty, the supervising inspector will immediately report the facts in writing, to the Secretary of the Treasury, in order that the delinquent may be removed, according to section 20 of the act.

By the same section it is enacted, that whenever a supervising inspector ascertains to his satisfaction that the master, engineer, pilot, or owner of any vessel, fails to perform his duties, he shall, if need be, cause the negligent or offending party to be prosecuted. In such instances the inspector will report the facts to the United States district attorney, and he will take the proper steps according to the nature of the case.

The thirtieth section provides that each local inspector shall be allowed annually a certain compensation, "to be paid under the direction of the Secretary of the Treasury, in the manner the officers of the revenue are paid." But this provision, so far as respects mode of payment, is regarded as superseded by those clauses in the deficiency and civil and diplomatic appropriation bills of the last session of Congress, in which certain sums are appropriated "for salaries of nine supervising and fifty local inspectors, with travelling and other incidental expenses incurred by them." The salaries and expenses of the local inspectors will therefore be paid quarterly at the treasury, as those of the supervising inspectors are paid.

The form of rendering accounts, and of proving them, will be the same with the local as with the supervising inspectors; and they will be allowed the like compensation for expenses of travel. Their accounts for salaries will be stated by the First Auditor at the close of each quarter, and, unless otherwise directed, drafts will be remitted to them to pay the respective sums found due.

Each local inspector should inform the First Auditor of the place of his residence; and if any change takes place therein, give due notice before the end of the quarter.

When an inspector makes a charge for travelling expenses, he should

give the number and names of the steamboats inspected at each place by him visited.

The costs of stationery, boxes for instruments, and other contingencies, are embraced under the head of "other expenses." The articles purchased must be specified, and the bills or accounts must be duly receipted and presented as vouchers.

All expenses of local inspectors other than those incurred for travel and transportation of instruments, should be approved by the collector, or other chief officer of customs.

The local inspectors will apply to the collector or surveyor, as the case may be, for a place within his custom-house, or other public building, in which to deposit their instruments and transact their business. They will not be allowed for the rent of rooms, unless previous authority has been granted them by the Treasury Department to incur such expense.

For the "fusible alloy" the inspectors will charge the owners of steamboats one dollar a pound—a price which will about cover its cost to the government.

All fees and other moneys which the inspectors may receive on public account, they will pay over to the collector, or other chief officer of customs, at the close of each month, taking duplicate receipts therefor, one of which is to be transmitted to the First Auditor of the Treasury.

The collector, or other chief officer of customs, will, at the end of each quarter, render with his general account a distinct account—first, of the sums which are paid to him under the thirty-first section of the law, and also of all sums paid to him by supervising and local inspectors on account of receipts under the law; and, secondly, of expenditures under the ninth section, as hereinafter provided; and the balance he will pay over as other public money.

Out of this revenue he will, in the cases of investigation provided for in the 13th article of the 9th section, pay the witnesses that may be summoned for their actual travel and expenses, as set forth in that article.

In addition, it is made the special duty of the collector or other chief officer of customs—

1st. Not to issue any license, register, or enrolment, or other paper, to any vessel propelled in whole or in part by steam, and carrying passengers, till he shall have satisfactory evidence that all the provisions of the act are fully complied with. A certificate from the board of inspectors of the character of that set forth in the 4th article of the 9th section will be necessary, and also a payment of the fees provided for in section 31, before any license, register, enrolment, or other paper, can be issued to any such steam-vessel.

2d. It is the duty of the collector, or chief officer of the customs, at each of the twenty-five designated ports, to require from the board of inspectors a prompt report of all their doings, as provided for in article 14 of section 9.

3d. It is the duty of the collector, or other chief officer of customs, of each of the twenty-five designated ports, to give to the others the information called for by the 23d section. He will also give to each supervising or local inspector the like information when solicited.

4th. It is the duty of the collector, or other chief officer of the customs, as provided in section 24, as well as of the inspectors, to enforce the provisions of the law.

5th. The collector, or other chief officer of customs, will, agreeably to section 25, file all original certificates of the inspectors required by this act to be delivered to him, and give to the master or owner of the vessel therein named two certified copies of such certificate.

6th. The collectors will require from the inspectors at the close of each month the payment over to them of all fees or other moneys received by them, together with a list of all pilots and engineers to whom licenses have been granted or renewed during the month.

For further particulars the collectors and inspectors are referred to the law, most of the provisions of which are so explicit as to require no explanation. It is a law of such a character, that only by the joint action of the supervising and local inspectors, and the collectors of customs, can it be properly carried into execution; and on them, therefore, in the first instance, must the responsibility devolve.

Rigid economy will be necessary. The balance of the appropriation, after deducting the amount for salaries, is very limited, and will be exhausted before the end of the year if charged with unnecessary expenses.

JAMES GUTHRIE,  
*Secretary of the Treasury.*

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*General instructions to collectors and other officers of the customs, under the act of 26th June, 1848.—To prevent the importation of adulterated drugs and medicines.*

TREASURY DEPARTMENT,  
June 4, 1853.

It being represented to this department that much embarrassment has been experienced by officers of the customs at some of the ports of the United States, in reference to the provisions of the act of 26th June, 1848, "to prevent the importation of adulterated and spurious drugs and medicines," it is deemed expedient, with a view to avoid future difficulties arising from misconstructions of the law, and to secure uniformity of practice at the several ports in carrying out its provisions with precision and efficiency, to furnish you with the additional instructions which follow, explanatory and in modification of the circular instructions addressed to you by the department on the 8th July, 1848.

To avoid the recurrence of a difference of opinion between the officers of the customs as to what particular articles of commerce should be considered drugs and medicines, and as such subject to special examination by the special examiner of drugs and medicines, it is thought proper to state that, in conformity with the evident spirit and intent of the law, it is required that all articles of merchandise used wholly or in part as medicine, and found described as such in the standard works specially referred to in the act, must be considered drugs and medicines; and that all invoices, therefore, of such articles, in whole or in part, must be submitted

to the examination of the special examiner of drugs and medicines, before they can be permitted to pass the custom-house.

In the examination *on entry* of any medicinal preparation, the said special examiner is to unite with the appraiser.

With a view to afford a reliable guide to the examiner of drugs and medicines, as well as to the analytical chemist, on appeal, in ascertaining the admissibility of such articles under the provisions of law, founded on their purity and strength, the following list is given of some of the principal articles, with the result of special tests agreeing with the standard authorities referred to in the law, all of which articles are to be entitled to entry when ascertained by analysis to be composed as noted, viz:

Aloes, when affording 80 per cent. of pure aloetic extractive.

Assafoetida, when affording 50 per cent. of its peculiar bitter resin.

Do do 3 per cent. of volatile oil.

Bark, Cinchona, when affording 1 per cent. of pure quinine, whether called Peruvian, Calasaya, Arica, Carthagena, Maracaibo, Santa Martha, Bogota; or under whatever name, or from whatever place; or

Bark, Cinchona, when affording 2 per cent. of the several natural alkaloids combined, as quinine, cinchonine, quinidine, aricine, &c., the barks of such strength being admissible as safe and proper for medicine and useful for chemical manufacturing purposes.

Benzoin, when affording 80 per cent. of resin.

Do do 12 per cent. of benzoic acid.

Colocynth, when affording 12 per cent. of colocynthin.

Elaterium, when affording 30 per cent. of elaterin.

Galbanum, when affording 60 per cent. of resin.

Do do 19 per cent. of gum.

Do do 6 per cent. of volatile oil.

Gamboge do 70 per cent. of pure gamboge resin.

Do do 20 per cent. of gum.

Guaiacum do 80 per cent. of pure guaiac resin.

Gum ammoniac, when affording 70 per cent. of resin.

Do do 18 per cent. of gum.

Jalap, when affording 11 per cent. of pure jalap resin, whether in root or in powder.

Manna, when affording 37 per cent. of pure mannite.

Myrrh do 30 per cent. of pure myrrh resin.

Myrrh do 50 per cent. of gum.

Opium do 9 per cent. of pure morphine.

Rhubarb do 40 per cent. of soluble matter, whether in root or powder; none admissible but the article known as East India, Turkey, or Russian rhubarb.

Sagapenum, 50 per cent. of resin.

Do 30 per cent. of gum.

Do 3 per cent. of volatile oil.

Scammony, 70 per cent. of pure scammony resin.

Senna, 25 per cent. of soluble matter.

All medicinal leaves, flowers, barks, roots, extracts, &c., not herein specified, must be when imported in perfect condition, and of as recent collection and preparation as practicable.

All pharmaceutical and chemical preparations, whether crystalized or otherwise, used in medicine, must be found on examination to be pur,

and of proper consistence and strength, as well as of perfect manufacture, conformably with the formulas contained in the standard authorities named in the act; and must in no instance contain over three per cent. of excess of moisture or water of crystalization.

Essential or volatile oils, as well as expressed oils, used in medicine, must be pure, and conform to the standards of specific gravity noted and declared in the dispensaries mentioned in the act.

"Patent or secret medicines" are by law subject to the same examination and disposition after examination as other medicinal preparations, and cannot be permitted to pass the custom-house for consumption, but must be rejected and condemned, unless the special examiner be satisfied, after due investigation, that they are fit and safe to be used for medicinal purposes.

The appeal from the report of the special examiner of drugs and medicines provided for in the act, must be made by the owner or consignee within ten days after the said report; and in case of such appeal, the analysis made by the analytical chemist is expected to be full and in detail; setting forth clearly and accurately the name, quantity, and quality of the several component parts of the article in question; to be reported to the collector under oath or affirmation.

On such report being made, a copy of the same will be immediately furnished by the collector to the special examiner of drugs and medicines, who, if the report be in conflict with his return made to the collector, and he have cause to believe that the appeal and analytical examination have not been conducted in strict conformity with the law, may enter his protest, in writing, against the reception and adoption by the collector of such report and analysis, until a reasonable time be allowed him for the preparation of his views in the case, and their submission to this department for its consideration.

JAMES GUTHRIE,  
*Secretary of the Treasury.*

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TREASURY DEPARTMENT,  
June 14, 1853.

SIR: It has been represented to the department that merchandise is often, and to a considerable extent, clandestinely introduced from Canada into the frontier districts of the United States without payment of duties. It is expected, of course, that every proper effort will be made by officers charged with the execution of the laws, and the protection of the public revenue, to put an end to such a state of things, not only because the United States are defrauded of just dues, but because a positive wrong is thereby inflicted on every citizen who contributes to the treasury by the honest payment of duties. But whether the amount of which the treasury is thus defrauded be more or less, in either case it tends to debase the moral sentiment of the community, by weakening that sense of obligation to respect and obey the laws so necessary to the proper action, and even existence, of free institutions.

After a very careful inquiry into the measures most likely to repress these fraudulent evasions of the revenue laws, it has occurred to this department that the most effectual would be to call in aid that very sense

of legal obligation and patriotic regard for the interests of the community which the efforts of thoughtless or misguided men are so strongly tending to extinguish.

State and municipal authorities rely, to a very great extent, on the efforts of well-disposed citizens to aid in the detection and punishment of offences against the peace and welfare of the community; and may not the United States also rely on the same class of citizens to aid the legal authorities in detecting and repressing attempted frauds on the public revenue?

The revenue and collection laws of the United States contemplate such aid, and grant a liberal share of the proceeds of forfeitures to the informer by whose agency the offence has been detected and disclosed to the legal authorities.

Trustworthy persons who are engaged in business near the routes by which merchandise would be likely to be clandestinely introduced into the United States—such as those residing near to or superintending ferries, bridges, living near highways and thoroughfares, or connecting with railways; municipal and State officers, whose duties would be likely to give them access, by a little effort, to information of such breaches of law. Persons of this description might, if their attention should be properly called to the subject, under the inducement which the laws provide for information, be of essential aid in arresting, and perhaps preventing, the attempts illicitly to introduce merchandise into your district from Canada.

I will thank you, therefore, to communicate with such persons as those above described, and whose services you think may be properly afforded; forwarding to them a copy of the within, signed by yourself either in a printed or written form as you may prefer.

Your attention is specially called to the general collection law of March 2, 1799, and acts of March 2, 1821, and March 3, 1823, regulating the entry of merchandise imported into the United States from any adjacent territory, and the 19th section of the tariff law of August 30, 1842.

What is expected, of course, of persons who may gain information of violations or evasions of the laws, is the immediate communication to yourself, or other proper officer of the customs, of such information, specific enough to insure the seizure of the merchandise, that the same may be condemned and its proceeds distributed agreeably to law. Such persons must be careful, however, to confine themselves to the ascertainment and communication of facts, and not undertake to interfere with or arrest property or persons without legal appointment and warrant, as they may render themselves personally liable for a trespass.

You will find, on reference to the 68th section of the general collection law of March 2, 1799, that a person specially appointed by you for that purpose, may search, upon due compliance with the conditions of that section, for dutiable goods which he may reasonably suspect not to have paid duties, and to secure them, if found, for trial. Such appointment should be duly made in writing, and state specifically the purpose for which it is made. In the case of goods suspected to be concealed in any dwelling house, store, building, or other place, (except a ship or vessel,) a warrant must first be obtained from a justice of the peace to enter the premises (in the day time only) to make the search. Such person, how-

eve, will be entitled to no other compensation than that share of the proceeds of the merchandise condemned or penalty recovered, granted by the law to an informer, if he be such, whose evidence may not be used on the trial for the condemnation of the goods, or suit for the fine or penalty.

It is also to be understood that the government enters into no arrangement with these gentlemen, or insures a compensation. It is presumed that as good citizens they would be willing to give such aid in the punishment of crime, and thus entitle themselves to the share of the forfeitures accruing therefrom which the law prescribes to informers; and you will be careful to report to this department, from time to time, the names of the persons who thus undertake to aid you in protecting the public revenue, and the results of such agency in detecting and repressing infractions or evasions of the revenue and collection laws within your district.

I am, very respectfully,

JAMES GUTHRIE,  
*Secretary of the Treasury*

\_\_\_\_\_,  
*Collector of the Customs.*

\_\_\_\_\_,  
COLLECTOR'S OFFICE,  
\_\_\_\_\_, \_\_\_\_\_, 1853.

SIR: The department charged with the administration and execution of the revenue and collection laws of the United States desires to call to its aid, in its efforts to detect and repress infractions or attempted infractions of those laws on the northern frontier, all law-abiding and patriotic citizens who feel an interest in the preservation of the national honor, and the protection of the public revenue.

It is not doubted that this call will be cheerfully responded to, and the solicited aid readily afforded.

From your position, and the nature of your business, attempts to evade the revenue laws, or actual violations of them, may fall under your observation, or reliable information thereof may be accessible to you by a little effort on your part to obtain it.

It is desired, whenever you have a reasonable cause of suspicion that merchandise imported into the United States has not been duly entered at the custom-house, that you should at once communicate information of the facts to the nearest collector, or deputy collector, whose duty it will be, if a reasonable suspicion of a violation of the law is entertained, to cause the merchandise to be seized for trial and condemnation, and to enforce such other penalties as may be prescribed by law.

You will be entitled under the law to one fourth of the net proceeds of the merchandise condemned, and of the penalties and fines recovered, under the general collection law of 2d March, 1799, and the acts of 2d March, 1821, and 3d March, 1823, regulating the importations of mer-

chandise into the United States from any adjacent territory, where the prosecution is commenced, or seizure made, on information furnished by you, provided you are not used as a witness on the trial.

Very respectfully, I remain your obedient servant,

\_\_\_\_\_,  
Collector of the Customs.

To Mr. \_\_\_\_\_.

*General instructions to collectors and other officers of the customs, under acts of 13th July, 1832, 30th June, 1834, and 13th August, 1846, "concerning tonnage duties on Spanish vessels from Cuba and Porto Rico."*

TREASURY DEPARTMENT,  
June 15, 1853.

The department has under consideration a question presented by his excellency the minister of Spain in reference to the liability to tonnage duties of Spanish vessels from the islands of Cuba and Porto Rico on arriving in ports of the United States.

It appearing to the satisfaction of the department that no change or modification on the part of the Spanish authorities, of the regulations granting certain privileges to vessels of the United States entering and departing from ports of the said island of Cuba, has taken place since the date of the circular instructions from this department of the 13th of June, 1849, superseded by instructions of my predecessor dated June 30th and 10th August, 1852, it is deemed expedient, and proper, in view of existing treaty stipulations and the laws of the United States, that the said circular instructions of 13th June, 1849, a copy of which is hereto annexed, should be revived and continued in full force, with the additions and modifications which follow, to wit:

The exemption from the liability to tonnage duty of Spanish vessels coming from ports in the island of Cuba, to extend to such vessels arriving in ports of the United States, either in ballast or laden with molasses taken in at any of the said ports; together with such quantity of fresh fruit, the production of said island, as may be deemed by the collector and naval officer, under the provisions of the 45th section of the act of 2d March, 1799, to be admissible as surplus stores: *Provided*, The said vessels depart from the United States in ballast, or with their cargoes of molasses, or cargoes of the staple productions of the United States, under the restrictions contained in the 3d section of the act of 30th June, 1834: *And provided further*, That the master of such vessel produce to the collector, at the time of entry, a certificate from the chief officer of the customs at the port in the island of Cuba from which the vessel last departed, certified by the American consul, showing the continuance in said island of the exemption from tonnage duties of American vessels, under the circumstances above stated.

Official information being in possession of the department that, under regulations established in the island of Porto Rico on the 1st November, 1851, no tonnage duty is levied on vessels of the United States entering



the ports of said island and departing thence in ballast, or with cargoes of molasses, the same privileges and exemptions accorded to Spanish vessels arriving in ports of the United States from the island of Cuba are to be extended to such vessels coming from the island of Porto Rico, under like restrictions and requirements, on entering and departing from ports of the United States.

JAMES GUTHRIE,  
*Secretary of the Treasury.*

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*Circular instructions to collectors and other officers of the customs.*

TREASURY DEPARTMENT,  
June 13, 1849.

The particular attention of the department has been called to the operation of the acts of Congress "concerning tonnage duty on Spanish vessels," approved 13th July, 1832, and 30th June, 1834, with especial reference to certain privileges, accorded on the part of the Spanish government to vessels of the United States entering and departing from ports in the "island of Cuba," under certain mentioned circumstances.

The privileges referred to are ascertained, from an authentic source, to be of the following description, to wit:

1st. That American vessels entering ports in the island of Cuba, *in ballast*, are not subjected to the payment of any tonnage duty whatever.

2d. American vessels entering the ports in the island of Cuba with a cargo of any description of merchandise whatsoever, are exempted from any charge of tonnage duty if such vessels export or convey therefrom cargoes of molasses taken in at said ports.

The laws of 1832 and 1834, before mentioned, contemplate and require Spanish vessels coming from any port or place in the islands of Cuba or Porto Rico, to pay in the ports of the United States the same rate of duty on tonnage that shall be levied on American vessels at the port in said islands from whence such Spanish vessels shall have last departed; and likewise such further tonnage duty as shall be equivalent to the amount of discriminating duty that would have been imposed on the cargoes imported in the same vessels respectively, if the same had been exported from the port of Havana in American bottoms. It consequently follows, that where no tonnage duty or discriminating duty on the cargoes of American vessels entering and departing from ports or places in the island of Cuba is imposed and collected thereat, Spanish vessels coming from such ports or places are to be similarly treated as regards tonnage duty in the ports of the United States.

The collectors of the customs are therefore instructed to abstain from the exaction of any *tonnage* duty on Spanish vessels coming from ports or places in the island of Cuba *in ballast*, or when laden with cargoes of molasses taken in at either of said ports. Their cargoes, of course, must be subjected to the duties levied on the article by the tariff act of 30th July, 1846, together with the additional duty imposed by the 11th section of the tariff act of 30th August, 1842.

Where Spanish vessels are about to depart from a port of the United States with any goods, wares, or merchandise, for any destination other than some port or place in the island of Cuba, or Porto Rico, the bond and security required by the 3d section of the act of 30th June, 1834, must be exacted in all such cases before allowing clearance or departure of the vessels.

To entitle Spanish vessels, coming from ports in the island of Cuba, to the exemption from tonnage duties, in the cases contemplated in these instructions, it is deemed a matter of proper precaution, in the event of any future modification or change on the part of the Spanish authorities of these privileges, to require the master of any such Spanish vessels to produce to the collector, at the time of entry, from the chief officer of the customs at the port in the island of Cuba from which the vessel last departed, a certificate, duly verified by the American consul, stating what tonnage duty, if any, is exacted on American vessels arriving at said port *in ballast*; likewise what discriminating or other duty, if any, is charged on such vessels when departing from said port with cargoes of molasses.

W. M. MEREDITH,  
*Secretary of the Treasury.*

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*General instructions to such public officers as hold, or may hereafter hold public money, payable upon the drafts of the Treasurer of the United States.*

TREASURY DEPARTMENT, July 19, 1853.

Inconveniences having arisen to the holders of drafts payable more than four hundred miles from the seat of government, from the provision contained in the circular of the 25th August, 1846, requiring such drafts to be presented for payment within ninety days from the date of such drafts, the time for such presentation is hereby extended to six months, and they may be paid according to their tenor—if presented within that time.

JAMES GUTHRIE,  
*Secretary of the Treasury.*

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*General instructions to collectors and other officers of the customs, under the act of 3d March, 1851, regulating the appraisement of imported merchandise.*

TREASURY DEPARTMENT, July 20, 1853.

Your special attention is called to the following instructions in relation to the appraisement of merchandise, under the act of 3d March, 1851, additional to, or in modification of, the circular instructions from this department dated 27th March, 1851:

The invoice cost of foreign merchandise, supported by the oath required by law, will be held and taken as the importer's declaration of value at the port and time of shipment, and conclusive against the importer; unless, before entering the same, the said importer, his consignee, or agent, where the merchandise has been actually purchased, shall declare in writing, under oath, on the invoice, a decline in value between the time of such purchase and the date of shipment, and the amount thereof; in which case, such declared value shall be conclusive against the importer; but in either case, the appraisers will determine and fix such additional value as the law and the facts may warrant.

JAMES GUTHRIE,  
*Secretary of the Treasury.*

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*al instructions to collectors and other officers of the customs in districts adjacent to any foreign territory.*

Collectors of the customs and their deputies, in districts of the United States adjacent to foreign territories, are vested with power and authority, and it is their duty, to appraise all merchandise entered at their respective ports, when other appraisers are not provided for by law.

The first section of the act of 1821, regulating the entry of merchandise imported from any adjacent territory, requires a manifest of all goods imported, as above, with a description of the quantity, quality, and value of the goods, supported by the oath of the importer.

The first section of the supplementary collection act of 1st March, 1823, requires a true invoice of the goods, with the foreign cost, to be presented to the collector before entry.

The collectors will, therefore, require an invoice or a manifest, as required by the act of 1821, describing the character, quantity, quality, and cost, or value of the merchandise, supported by the oath of the importer, before allowing the entry; and when the importer has no invoice, nor such manifest as above prescribed, will cause him to make and present the invoice or manifest required by law, and to support it by oath before allowing the entry to be made.

The invoices thus made are to be taken as true against the importer; but it will be the duty of the collectors, by all the reasonable ways and means within their power, to ascertain, estimate, and appraise the merchandise at its true value in the foreign port or place from which it was shipped, as authorized and directed in the sixteenth and seventeenth sections of the tariff act of 1842, and to add thereto the charges as provided in the appraisement act of 3d March, 1851, in order to determine the dutiable value thereof.

The collectors are instructed, that among other frauds on the revenue frequently attempted, is that of entering merchandise at less than the true quantity and below the true value, and that if any merchandise imported is of ten per cent. greater value than that given in the invoice at which it has been entered, from either an increased quantity or reduced value, or from both combined, it is their duty to increase the entered value to the true value thereof, and impose the twenty per cent.

additional duty thereon, as provided by law; and that when the merchandise shall be found to be from either or both of said causes, of twenty per cent. greater value than the entered value, it is evidence of fraud, which will justify a seizure on the ground of fraud.

The collectors are instructed that they should be careful to ascertain the correct value of all merchandise entered at their respective ports, and to cause the same duty to be collected upon like goods entered by different importers from the same ports or places; and they are directed to include in their monthly abstracts the several rates of duties collected on merchandise entered at their ports during the preceding month.

They are also instructed that goods should pass their custom-house in the regular order in which the entries are made, and no preference be given to any one from any cause.

They are also instructed that it is made the duty of the appraisers at large to produce uniformity in valuation of merchandise entered at the different ports, and that it is the duty of collectors to advise and counsel with such appraisers at large upon the subject.

They are also instructed that it is their duty to ascertain the character, quantity, and quality, as well as value, of all merchandise entered at their respective ports, and for that purpose to have it duly examined; but in no case are collectors or their deputies, previous to the actual entry and examination of merchandise, to inform the importers or others of the value at which such merchandise will be admitted to entry. The collectors are also instructed that the original books of entry and books of account, together with all accounts and vouchers of their respective offices, are the property of this department, and are to be kept and preserved as such, and transmitted to their successors in office.

JAMES GUTHRIE,  
*Secretary of the Treasury.*

TREASURY DEPARTMENT,  
*July 30, 1853.*

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*General instructions to collectors and other officers of the customs.*

TREASURY DEPARTMENT,  
*August 25, 1853.*

It is deemed advisable, for more convenient use and reference by officers of the customs, to embody in a single circular several important instructions issued by the department from time to time in regard to the collection of the revenue from customs.

The act of March 3, 1851, entitled "An act to amend the acts regulating the appraisement of imported merchandise, and for other purposes," provides, in its first section, "That in all cases where there is or shall be imposed any ad valorem rate of duty on any goods, wares, or merchandise imported into the United States, it shall be the duty of the collector within whose district the same shall be imported or entered, to cause the actual market value or wholesale price thereof, at the period of the exportation to the United States, in the principal markets of the country

from which the same shall have been imported into the United States, to be appraised, estimated, and ascertained; and to such value or price shall be added all costs and charges, except insurance, and including in every case a charge for commissions at the usual rates, as the true value at the port where the same may be entered, upon which duties shall be assessed."

It will be perceived that the legal provision above cited requires the duty to be assessed on the "actual market value or wholesale price" of merchandise in the principal markets of the country from which imported, "at the period of the exportation to the United States," and on all costs and charges except insurance.

When, however, goods are imported from a country other than that of their growth, production or manufacture, and the invoice or appraised value is less than "the actual market value or wholesale price thereof" in the principal markets of the country of the growth, production or manufacture, at the period of the exportation to the United States, collectors will report such cases, with all the facts and circumstances, to the department, and await its instructions, before the final adjustment of duties.

The "period of exportation" where the merchandise is laden on board a vessel in the shipping port of the country of origin, or in which it was purchased or procured for shipment to an owner, consignee, or agent residing in the United States, must be deemed and taken to be the date at which the vessel leaves the foreign port for her destination in the United States.

That period will ordinarily be established by the production of the clearance granted to the vessel at the foreign port of departure.

Importations may also be made from interior countries remote from the sea-board, and having no shipping ports of their own, through the seaports of other countries. The "period of exportation" in such cases, at which the actual market value and wholesale price of the merchandise in the principal markets of the country whence imported into the United States, is to be ascertained and estimated as the basis of dutiable value, is the date at which the merchandise in question leaves said interior country, destined in good faith, and in the regular and usual course of trade, for shipment to some owner, consignee, or agent, residing in the United States; of which satisfactory proof must be exhibited at the time of entry.

That period will be established ordinarily by the date of authentication of the invoice by the consular certificate.

In the absence, satisfactorily explained, of the proofs above indicated, showing the date of exportation from the foreign country, other evidence of that fact may be taken by the appraisers.

The law requires that there shall be added to the "actual market value or wholesale price" of imports, ascertained as above, in order to fix the dutiable value, "all costs and charges, except insurance, and including in every case a charge for commissions at the usual rates." These charges are—

1st. They must include "purchasing, carriage, bleaching, dying, dressing, finishing, putting up, and packing," together with the value of the sack, package, box, crate, hogshead, barrel, bale, cask, can, and covering of all kinds, bottles, jars, vessels, and demijohns.

2d. Commissions at the usual rate, but in no case less than two and a half per cent.; and where there is a distinct brokerage, or where brokerage is a usual charge at the place of shipment or purchase, that to be added likewise.

3d. Export duties, cost of placing cargoes on board ship, including drayage, labor, bill of lading, lighterage, town dues, and shipping charges, dock or wharf dues; and all charges to place the article on ship board, and fire insurance, if effected for a period prior to the shipment of the goods to the United States.

Freight from the foreign port of shipment to the port of importation is not a dutiable charge; but when goods are transported from an interior country for shipment to the United States, the cost of transportation to the foreign port of shipment must also be included among the dutiable charges.

The first section of the supplemental collection law of the 1st March, 1823, requires a true invoice of merchandise to be presented to the collector at the time of the entry.

Invoices of goods actually purchased must exhibit the true cost, with all dutiable costs and charges.

Invoices of goods procured otherwise than by purchase, such as shipments made by manufacturers or producers, must exhibit the "actual market value or wholesale price thereof at the period of the exportation to the United States," with all charges included.

On the entry of imports actually purchased, (the invoice exhibiting the true cost,) the owner, consignee, or agent may avail himself of the privilege afforded by the 8th section of the tariff act of the 30th July, 1846, of adding to the entry to raise the cost or value given in the invoice to the "actual market value or wholesale price of the goods at the period of the exportation to the United States." But the invoice cost of foreign merchandise, supported by the oath required by law, will be held and taken as the importer's declaration of value at the port and time of shipment, and conclusive against him; unless, before entering the same, the said importer, his consignee, or agent, where the merchandise has been actually purchased, shall declare in writing, under oath, (annexed form, No. 1) on the invoice, a decline in value between the time of the purchase and the date of the exportation, and the amount thereof; in which case, such declared value shall be conclusive against the importer. In either case, the appraisers will determine and fix such additional value as the law and the facts may warrant.

The 8th section of the tariff act of the 30th July, 1846, provides, that in the case of goods actually purchased, if the appraised value thereof be found to exceed by ten per cent., or more, the value declared on the entry, then, in addition to the duties imposed by law on the same, there shall be levied, collected and paid, a duty of twenty per cent. ad valorem on such appraised value.

In the case of imports procured otherwise than by purchase, such as shipments made by manufacturers and producers, and which are required to be invoiced at the "actual market value or wholesale price," in the principal markets of the country whence imported, at the period of exportation to the United States, with the proper dutiable charges, if the appraised value shall exceed, by ten per cent. or more, the invoice value, then, in accordance with the provisions of the 17th section of the act of

the 30th August, 1842, in addition to the duty imposed by law on the same, there must be levied and collected fifty per centum of the duty imposed on the same, when fairly invoiced.

These additional duties are not legally chargeable, except in cases where the appraised value of the goods imported shall exceed, by ten per cent. or more, the value as declared in the entry, exclusive of the amount of "charges" ascertained and added to such appraised value by the appraisers in making up the dutiable value.

In cases where, on proper ascertainment, there shall prove to be an excess of quantity of any article, or articles, over the quantity stated in the invoice, and the United States appraisers shall be of opinion that such excess does not arise from mistake, accident, or other excusable cause, but from fraudulent intent and design on the part of the shipper, and the collector concurring in such opinion, the invoice and importation shall be deemed fraudulent, and seizure and proceedings to confiscate the goods should immediately take place. But when no intention of fraud is manifested, in the opinion of the appraisers and collector, the regular duty will be exacted on the full quantity ascertained, but no additional duty will be levied in consequence of any excess in quantity over that given in the invoice; and any instructions heretofore issued by the department conflicting with this regulation, will henceforth be inoperative.

At ports where there are no United States appraisers, the collector and naval officer—where there is a naval officer, and where there is none, the collector alone—will ascertain, estimate, and appraise the dutiable value of imports.

The owner, importer, agent, and consignee, if dissatisfied with the decision of the appraisers, or the officer or officers of the customs, as aforesaid, acting as appraisers, may, in pursuance of the provisions of the 17th section of the act of 30th August, 1842, if he has complied with its requirements, forthwith give notice to the collector, in writing, of such dissatisfaction; and the collector is required by the provisions of that section, modified by the 3d section of the act of the 3d March, 1851, to select one discreet and experienced merchant, a citizen of the United States and familiar with the character and value of the goods in question, to be associated, when practicable, with an appraiser at large, and when not, to select two such discreet and experienced merchants, to appraise the goods in question; and if they shall disagree, the collector shall decide between them; and the appraisement, thus determined, shall be final, and deemed and taken to be the true value of said goods, and the duties shall be levied thereon accordingly. This department cannot, therefore, entertain any appeal from such appraisement made in good faith, and in pursuance of law and instructions.

When the value of an importation is advanced by the appraisers, ten per cent. or more, they will notify the importer, as per form No. 2, hereto annexed.

A notice to the collector, in writing, requesting a re appraisement, signed by the owner, importer, agent, or consignee, according to the annexed form No. 3, will meet the requirement of the law.

The merchant appraiser or appraisers, as the case may be, will be appointed by the collector, according to the annexed form No. 4.

The oath will be administered by the collector to the merchant appraiser or appraisers, according to the annexed form No. 5.

The report of the appraisers will be according to form No. 6.

The appraisers, and officer or officers, of the customs, aforesaid, acting as appraisers, will consult and advise freely with the appraisers at large; it being made the duty of these officers by the act of the 3d March, 1851, under the direction of this department, to afford such aid and assistance in the appraisement of merchandise, as may be deemed necessary to protect and insure uniformity in the collection of the revenue from customs; and to enable them the better to discharge that duty, they will be permitted to examine and compare the valuations of imports, and require explanations of the quantities and values of articles undergoing investigation in the appraisers' department.

When appeals are taken from the decision of the local appraisers, or officers of the customs acting as appraisers, to a merchant and an appraiser at large, if the latter finds himself disqualified by any preliminary examination, or expression of opinion, he may decline to act, and the collector, if the importer desires it, may direct the general appraiser residing nearest his port to act on the appeal.

In pursuance of the 52d section of the act of 2d March, 1799, no abatement of the duties, in consequence of damage occurring on the voyage of importation, can be allowed, unless proof to ascertain such damage shall be lodged in the custom-house within ten days after the landing of such merchandise. The certificates of port wardens, marine surveyors, or other officers whose province it is to ascertain marine damage, would furnish satisfactory proof on which the collector would be justified in ordering an appraisement of the damage. But such certificate, or whatever other satisfactory form in which the proof of damage may be presented, should specify the particular articles, or packages, damaged, and the official examination and appraisement should be confined to the articles and packages so specified.

In all cases where the damage exceeds fifty per cent., collectors will continue to report the same to the department, and await its instructions.

Discounts are never to be allowed in any case, except on articles where it has been the uniform and established usage heretofore, and never more than the actual discount positively known to the appraisers; but in no case to be allowed unless it is exhibited on the face of the invoice.

None of the allowances for tare, draft, leakage, breakage, &c., specified in the 58th and 59th sections of the act of 2d March, 1799, are to be made, not being applicable to imports subject to ad valorem duties.

No more than the actual tare, or weight of a cask, or package, can be allowed, and if the collector doubts the correctness of the tare specified in the invoice, it will be his duty to cause the actual tare, or weight of the cask or package, to be ascertained; and for that purpose, he may cause to be emptied and weighed such number of casks and packages as he may deem advisable.

The law requires invoices of merchandise imported into the United States, and subject to an ad valorem duty, to be made out in the currency of the country, or place, from which the importation is made. In the estimation of the values of imports in order to the assessment of duties, the currency of the invoice must be converted into money of the United



States according to the rates of value determined in the following modes, to wit:

1st. Where the value of the foreign currency is fixed at specified rates by a law of the United States, that value is to be taken in all cases in estimating the duties, unless collectors shall have been otherwise previously instructed by this department, or a depreciation of the value of the foreign currency is duly shown by consular certificate attached to the invoice.

2d. Where the value of the foreign currency is not fixed by any law of the United States, the invoice must be accompanied by a consular certificate showing its value in Spanish or United States silver dollars.

The consular certificate of the value of the foreign currency in which the invoice is made out, is, in all cases, to be taken as conclusive, unless collectors shall have good reason to believe its statement erroneous, in which case they will submit the facts to the department and await its instructions.

A list of the values of foreign currencies, as fixed by law, is appended to this circular.

The law requires the owner of foreign merchandise imported into the United States to verify the invoice by his oath.

Owners, importers, consignees, or agents, residing in the United States, must take the oath before the collector of the customs at the time of entry.

Owners not residing at the time in the United States must verify their invoices by oath, administered by a consul or commercial agent of the United States, or by some public officer duly authorized to administer oaths in the country from which the goods shall have been imported, in which latter case such official certificate must be authenticated by a consul or commercial agent of the United States.

If there be no consul or commercial agent of the United States in the country from which the merchandise shall have been imported, the authentication must be executed by a consul of a nation at the time in amity with the United States, if there be any such residing there. If there be no such consul, the authentication must be made by two respectable merchants, if any such there be, residing at the port from which the merchandise shall have been imported.

The several provisions of law, and the regulations and instructions in pursuance thereof, prescribed by the department for the due ascertainment of the quantity, quality, and value of imports, will be faithfully observed, and the requisite examinations thoroughly made, and the abstracts, returns, and accounts required by law and instructions, regularly and promptly transmitted to the department.

Imports should pass the custom-house in the order in which they are made, and no preference should be given to one importer over another in that respect.

The collectors are also instructed that the original books of entry and books of account, together with all the papers relating to the business of their respective offices, are the property of the United States, and are to be kept and preserved as such, and transmitted to their successors in office.

JAMES GUTHRIE,  
*Secretary of the Treasury.*

FORM No. 1.—*Oath of an importer declaring a decline in value.*

I, \_\_\_\_\_, do solemnly and truly swear that this invoice of good imported by or consigned to me in the ship \_\_\_\_\_, whereof \_\_\_\_\_ is master, from \_\_\_\_\_, contains a faithful and just account of the actual cost of the said goods. Further, that at the date of exportation the market value of said goods was \_\_\_\_\_, showing a decline in value between the time of the purchase and the date of the exportation, and that the sum last mentioned represents the true market value of the goods at the time of exportation.

Sworn before me this

day of 185

}

\_\_\_\_\_,  
Collector of the Customs.

FORM No. 2.—*Notice to importer of advance of value by appraisement.*

CUSTOM-HOUSE, \_\_\_\_\_,  
Collector's Office, \_\_\_\_\_, 18—.

SIR: A lot of \_\_\_\_\_, entered by you on the \_\_\_\_\_, per the \_\_\_\_\_, from \_\_\_\_\_, has been appraised by the public appraisers of this district in accordance with law; and the valuation exceeds by ten per cent. the amount declared as the value on entry.

If you appeal from this appraisement, it will be necessary to do so within twenty-four hours.

I am, very respectfully, your obedient servant,

\_\_\_\_\_, Collector.

To \_\_\_\_\_, Merchant.

FORM No. 3.—*Importer's notice to collector, claiming re-appraisement.*

\_\_\_\_\_, \_\_\_\_\_, 18—.

SIR: As I consider the appraisement made by the United States appraisers too high on \_\_\_\_\_, having been imported by \_\_\_\_\_, I have to request that they may be re appraised pursuant to law, with as little delay as your convenience will permit.

Very respectfully,

\_\_\_\_\_.

To \_\_\_\_\_,

Collector of the Customs.

FORM No. 4.—*Appointment of merchant appraisers.*

CUSTOM HOUSE, \_\_\_\_\_,  
Collector's Office, \_\_\_\_\_, 18—.

SIR: You are hereby appointed to appraise a lot of \_\_\_\_\_, which has been entered at this port, the importer having requested a new appraisement thereof, in accordance with the provisions of the sev-

eral acts of Congress providing for and regulating the appraisement of imported merchandise, and you are requested to appear at the office of the appraisers, No. —, at — o'clock, —, to appraise the said goods pursuant to law.

Before entering upon the duty indicated in the above appointment, you will please call at this office to take the requisite oath.

I am, very respectfully, your obedient servant,

To ———, *Merchant.* ———, *Collector.*

FORM No. 5.—*Appraiser's oath.*

CUSTOM HOUSE, ———,  
*Collector's Office,* ———, 18—.

I, the undersigned, appointed by the collector of ———, to appraise a lot of ———, imported per ———, from ———, the importer having requested a new appraisement thereof in accordance with law, do hereby solemnly swear, diligently and faithfully to examine and inspect said lot of ———, and truly to report, to the best of my knowledge and belief, the actual market value or wholesale price thereof at the period of the exportation of the same to the United States, in the principal markets of the country from which the same was imported into the United States, in conformity with the provisions of the several acts of Congress providing for and regulating the appraisement of imported merchandise. So help me God.

FORM No. 6.—*Appraiser's report.*

———, 18—.

SIR: We have examined ———, imported by ———, from ———, in the ———, and are of opinion that the actual market value or wholesale price of the said goods at the period of the exportation thereof to the United States, in the principal markets of the country from which the same were imported into the United States, was, and we do therefore appraise the same, as follows:

Marks.	Numbers.	Description of merchandise.	Value.

———, } *Appraisers.*  
———, }

To ———,  
*Collector of the Customs.*

*List of foreign currencies, the value of which has been fixed by the laws of the United States.*

Franc of France and Belgium - - - -	\$0 18 $\frac{1}{4}$
Florin of Netherlands - - - -	40
Florin of southern States of Germany - - - -	40
Guilder of Netherlands - - - -	40
Livre Tournois of France - - - -	18 $\frac{1}{2}$
Lira of the Lombardo Venitian kingdom - - - -	16
Lira of Tuscany - - - -	16
Lira of Sardinia - - - -	18 $\frac{1}{4}$
Milrea of Portugal - - - -	1 12
Milrea of Azores - - - -	83 $\frac{1}{2}$
Marc Banco of Hamburg - - - -	35
Pound sterling of Great Britain - - - -	4 84
Pound sterling of British Provinces of Nova Scotia, New Brunswick, Newfoundland and Canada - - - -	4 00
Dollars of Mexico, Peru, Chili, and Central America - - - -	1 00
Pagoda of India - - - -	1 84
Real Vellon of Spain - - - -	5
Real Plate of Spain - - - -	10
Rupree Company - - - -	44 $\frac{1}{2}$
Rupree of British India - - - -	44
Specie dollar of Denmark - - - -	1 05
Rix dollar or thaler of Prussia and the northern States of Germany - - - -	69
Rix dollar of Bremen - - - -	75 $\frac{1}{2}$
Ruble, silver, of Russia - - - -	75
Specie dollar of Sweden and Norway - - - -	1 06
Florin of Austria - - - -	48 $\frac{1}{2}$
Ducat of Naples - - - -	80
Ounce of Sicily - - - -	2 40
Tael of China - - - -	1 48
Leghorn livres - - - -	16

*General instructions to consuls of the United States.*

TREASURY DEPARTMENT,  
September 20, 1853.

SIR: The department has noticed, with much satisfaction, those instances in which consuls, acting upon the suggestions contained in circulars Nos. 48, 49, 56, 57, have aided in the detection of attempted frauds upon the revenue of the country, by unscrupulous shippers or importers, the prevention of which is especially due to the fair and upright trader. Your attention is now respectfully recalled to the circulars above cited; and I would further add, that the department deems it expedient to direct, that where consular certificates to invoices of goods

destined for the United States are required, they shall be granted only by the consul nearest to the place where such goods have been manufactured or prepared for exportation. A practice, it is understood, has extensively prevailed, of transmitting invoices to an agent at the port of shipment, for the usual consular certificates, whose deposition must necessarily be made without due knowledge of their accuracy or details. Thus invoices of goods manufactured or prepared for shipment in Switzerland are, in most cases, sworn to at Havre; and the same with those from Lyons, and those from Cette, are verified at Marseilles—those from Aix, at the ports of Holland or Belgium, &c., &c. It is manifest that great abuses must spring from such a practice, the meaning and intent of the law being to require those who must necessarily have an entire knowledge of the spirit and contents of the invoices, *personally to depose to their contents*; and all consuls of the United States are therefore strictly enjoined to conform to the rule now established, and to report to this department any violation of the same which may come to their knowledge.

An erroneous impression exists with many foreign shippers of goods to the United States, that the consuls before whom the oath to invoices is either taken or verified have no power to examine the details of such invoices, but simply to verify the fact of such oath being taken before them, or by an officer in authority, known to them as such.

For the purpose of carrying out a particular system of revenue duties, the government of the United States requires that the accuracy of certain invoices should be ascertained and verified, and a reasonable time for consuls to accomplish that object, by an examination of such invoices, cannot be justly denied to them. Consuls are not supposed to be practically acquainted with the market prices or value of all merchandise within their district, or of the precise weights, tares, measures, bounties, &c., &c., included therein; but experience and inquiry will result in such information on these points as will enable them to render efficient aid to the revenue officers of the United States, by promptly informing the department, as well as the collector of the port to which the goods may be destined, of every instance where an exporter persists in refusing to correct his invoice when apprized of its defects, and that it will be subject to revision at the custom-houses of the United States.

In the application of an exclusive system of *ad valorem* duties to the revenues of the United States, the department relies with confidence upon the vigilance of consuls for the detection of any abuses that may be committed, or any unfair practices that may be supposed to exist, in regard not only to the declaration of the original cost or export value of foreign merchandise, but in all the charges, discounts, bounties, &c., incident to the business of preparing goods for the markets of the United States, as well as for their promptness in reporting all the particulars to the department.

The board of general appraisers being permanently organized at New York, you will oblige the department by forwarding to them occasionally (directed to the chairman of said board) such price-currents, manufacturers' statements of prices, or merchants' *printed* circulars or prices, or any other general information, as may be within your reach, and that you may consider useful to them in the discharge of their duties.

Your attention is also directed to the eighth and eleventh sections of the act of Congress of March 1, 1823, in which it will be seen that a

consular certificate is required in all cases of invoices of goods exported by the *manufacturers* thereof, in whole or *in part*, for their account, notwithstanding another owner in part may reside in the United States. This provision of the law of 1823, the department has reason to believe, has been hitherto overlooked in many instances.

But under no circumstances should a consul administer an oath, unless he be authorized so to do by the laws of the country in which his consulate is situated, and unless the laws of that country regard the oath so administered, when falsely taken, as perjury, and prescribe an adequate punishment for the offence.

When the laws of a foreign country do not authorize consuls to administer the oath, it should be taken before the nearest local magistrate, whose legal competency should then be certified by the nearest consul, as already directed.

It will be incumbent upon you, therefore, to inform yourself immediately upon these two points, and to form your action accordingly, in all future cases of granting certificates to invoices, and to advise the department promptly thereof.

If a consul ascertains and has reliable evidence of the falsity of an oath, either administered by him or by a local magistrate whose certificate he has authenticated, he should notify the department, which will transmit to him the original invoice and oath, to be used, if deemed expedient, in a prosecution for perjury.

You will of course take care to give immediate publicity to the material points in these instructions within your district, that the change in the system of granting certificates to invoices, which will be material and important, may cause the least possible embarrassment to traders and shippers.

In acknowledging, as you are especially requested to do, the receipt of these instructions, such suggestions, in relation thereto, as may occur to you, will be respectfully considered. A copy has been furnished to the collectors of customs of the United States for their government.

Very respectfully, your obedient servant,

JAMES GUTHRIE,  
*Secretary of the Treasury.*

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*General instructions to collectors of customs.*

TREASURY DEPARTMENT,  
September 21, 1853.

SIR: Information has been received at the department, that the 4th section of the law of the 28th March, 1796, for the protection of American seamen, is subjected to serious abuses in foreign ports by the transfer or sale, to foreign seamen, of the certificates of citizenship issued under that law.

In the present peaceful position of the greater proportion of those countries to which the commerce of the United States extends, the protections, so called, granted to American seamen, naturalized or native, are of little

other practical value than to enable them to demand the aid and succor of the American consul in a foreign port, in case of sickness or other disability; but, aware as they are of the facility of procuring the renewal of these "protections" on their return to the United States, they very often do not scruple to transfer, for a consideration, the right to such aid and succor, to a foreign seaman, who, in case of such sickness or disability, is thus enabled to avail himself of the provision made for American citizens in due course of law.

Consuls might interpose some check to the abuses referred to, by strict investigation, in cases where there exists in their minds a suspicion that the sick or destitute seaman, claiming relief under a protection, is not the individual to whom the same was originally issued; and if satisfied on that point, by withholding the relief demanded.

Under the existing law, the department is without the power essentially to correct the impositions referred to, and deems it therefore expedient to call your especial attention to the subject, requesting you to use every vigilant care in issuing certificates of citizenship under the law already cited, especially in reference to the proofs adduced at the time by applicants for said certificates.

You will perceive, by the preceding general instructions to consuls, that important changes have been directed to be made in the manner of granting consular certificates to invoices of goods destined for the United States, and you are requested to give such instructions as will conform therewith in your office.

You will further report to this department any case in which you may have reason to believe that a shipper or importer has sworn falsely, or in which it may appear that a consul has deviated from these instructions, by exercising his functions within the proper district of one of his colleagues.

A copy of these instructions has been furnished to the consuls of the United States, for their government.

Very respectfully, your obedient servant,

JAMES GUTHRIE,  
*Secretary of the Treasury.*

TREASURY DEPARTMENT, *September 22, 1853.*

Sir: In the commercial returns from your district for the quarter ending the 30th instant, and in future, you will omit the designation heretofore known in our commerce with Germany as the Hanse Towns, and in lieu thereof introduce the three imperial cities of Hamburg, Bremen, and Lubec, so as to exhibit the imports, exports, and tonnage employed in our trade with each. The remaining ports of Germany will be embraced under the designation of *other ports in Germany*.

As the information derived from the returns of the commerce and navigation of our country is of great importance to this department, to Congress for legislative action, and to the commercial interest at large, it is desirable that the returns should be made to the department at as early a day as practicable after the close of the quarter, and you are therefore requested to give your particular attention to their preparation, and have them forwarded without unnecessary delay to the Register of the Treas-

sury, as required by the 13th section of the act of February 10, 1820, entitled "An act to provide for obtaining accurate statements of the foreign commerce of the United States."

Very respectfully, &c.,

JAMES GUTHRIE,

*Secretary of the Treasury.*

\_\_\_\_\_, *Collector.*

*General instructions to collectors and other officers of the customs.*

TREASURY DEPARTMENT,

*September 22, 1853.*

It appearing from the abstracts of duties on merchandise imported, transmitted to this department from the lake and frontier ports, that great diversity of practice prevails in the classification of articles of wood, under the tariff act of 1846. it is deemed expedient, in order to the establishment of uniformity in the charge of duties at the several ports, to give the views of the department in reference to the various descriptions of the article in question as imported.

The several varieties of wood *specifically* provided for in the tariff act are as follows:

*In schedule B, charged with 40 per cent duty.*—Manufactures of cedar, ebony, granadilla, mahogany, rose, and satin woods.

*In schedule C, charged with 30 per cent. duty.*—Baskets of osier, willow, &c., not otherwise provided for; brooms; canes and sticks for walking, finished or unfinished; carriages and parts of carriages; corks; manufactures of the bark of the cork tree; fire-wood; frames and sticks for umbrellas, parasols, or sunshades, finished or unfinished; cabinet or household furniture.

*Under schedule E, charged with 20 per cent. duty.*—Barks, not otherwise provided for; boards; cedar, ebony, and granadilla woods, unmanufactured; lath; mahogany, unmanufactured; osier, prepared for basket-makers' use; planks; rose-wood and satin-wood, unmanufactured; spars; staves; timber, hewn and sawed, and timber to be used in building wharves; willow, prepared for basket-makers' use.

*In schedule F, charged with 15 per cent. duty.*—Bark, Peruvian and Quilla; cork-tree bark, unmanufactured.

*In schedule G, charged with 10 per cent. duty.*—Ratans and reeds, unmanufactured.

*In schedule H, charged with 5 per cent. duty.*—Brazil wood, and all other dye-woods in sticks.

By the provisions of schedule C, in addition to the *specified* articles classed therein, a duty of 30 per cent. is levied on all *manufactures of wood*, or of which wood is a component part, not otherwise provided for; and also upon wood *unmanufactured*, not otherwise provided for.

Under these general provisions, a duty of 30 per cent. is to be charged on the following-named articles, questions in regard to which have been submitted to the department, viz: Arks of boards, logs, &c.; barrels; beams; boards, when dressed or planed, tongued or grooved; shingle



bolts, eaves troughs, fence-rails, hogsheads, headings, hoops, knees for boats or ships; lasts, finished or rough; saw-logs, and logs of all kinds of wood, except those excepted in schedule E; palings, pickets, poles, posts, rafts of logs, rollers, shingles, slabs, shooks, spokes for wagons, &c.; staves, if dressed; and railroad ties.

In place of the indefinite term "lumber," as it appears in the abstracts, although not used in the tariff act, it is desirable that the particular designation of the articles in view should be given, as "boards," "planks," rough or dressed, &c., as the case may be.

The occasion is taken to call the special attention of the collectors and all other officers of the customs, of the frontier and lake ports, to the attempts which there is reason to believe have and may be again made, by unscrupulous traders, to effect the illicit introduction of dutiable articles into the United States, from the adjacent foreign possessions, by the agency of Indians, passing into the United States under the sanction of the 105th section of the general collection act of 3d March, 1799.

This provision of law exempts from the payment of duties the "*peltries*," and "*proper goods and effects*" of the Indians, "unless the same be goods in bales or other large packages, unusual among Indians, which shall not be "considered goods belonging *bona fide* to Indians, nor be entitled to exemption from duty."

The officers of the customs will therefore refuse the free entry of goods brought across the boundary line by any Indian, unless from a close examination of the case he is satisfied that they belong *bona fide* to the Indian bringing them; and in cases where there is reasonable cause for suspicion of intended fraud, will at once seize the goods and cause the proper judicial proceedings to be instituted against the same, as forfeited under the laws.

JAMES GUTHRIE,  
*Secretary of the Treasury.*

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*Circular to heads of bureaus.*

TREASURY DEPARTMENT, October 1, 1853.

SIR: The hours of business to be observed in the various branches of the Treasury Department, from and after this date, and until the 1st of April next, are, from 9 o'clock a. m., to 3 o'clock p. m. This regulation reduces the period of labor, as heretofore observed, in some offices, one hour; and as six hours' work in the day does not seem to be an unreasonable exaction on the part of the government, in return for the support it affords, it is expected that these hours will be faithfully observed and applied by all, without abatement or misappropriation, to the duties of their respective stations.

Absence from the office during business hours is not to be permitted, except from sickness; in which case notice must be given to the head of the office. Neither will indulgence in ardent spirits during these hours be tolerated. The first offence of this kind will, in every instance, be visited by removal from office.

The Secretary is happy to perceive the salutary change which has

taken place in the business habits of the officers of the department, and the great improvement in the condition of the business, which is its appropriate fruit. He trusts the officers of the department will all feel a just pride in placing and keeping the business throughout in such a condition as at all times to be promptly despatched at once, for the safety of the United States, the credit of the department, and the satisfaction and convenience of individuals.

The heads of the bureaus are earnestly requested to promote habits of order and decorum on the part of the clerks in their respective offices, and sentiments of comity and good will in their intercourse with each other. On the other hand, they will repress, as far as may be in their power, the reading of newspapers during office hours, and waste of time by unnecessary or frivolous conversation or otherwise. Every employé in the department is the representative of the government, in respect to the particular business intrusted to his care. Whilst he is unflinchingly to defend the interests of the United States committed to his charge, he should treat with frankness, courtesy, and kindness all those who have business to transact with him. And thus, by dignity of department and an accommodating spirit, serve to conciliate, within the sphere of his employment, the confidence and respect of the people for the government and institutions of their country.

I am, very respectfully,

JAMES GUTHRIE,

*Secretary of the Treasury.*

[The foregoing was sent to the head of each bureau of the department.]

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*General instructions to collectors and other officers of the customs, concerning allowance for discounts, under acts of 20th April, 1818, and 1st March, 1823.*

TREASURY DEPARTMENT,

October 6, 1853.

It appearing, from representations made to this department from several of the collection districts, that more specific instructions than have heretofore been given are required in relation to the allowance of discounts on invoices of imported merchandise, your special attention is called to the subject.

By the 21st section of the supplementary collection act of 20th April, 1818, it is provided :

“That no discount shall be allowed on any goods, wares, or merchandise, subject to *ad valorem* duty, admitted to entry, unless the importer shall expressly state, on oath or affirmation, that such discount has been actually and *bona fide* allowed to the owner or owners of such goods, wares, or merchandise, in the payment made for the same.”

The supplementary collection act of 1st March, 1823, in the 4th, 5th, 7th, and 8th sections, prescribing the oath or affirmation to be taken by the owner, consignee, importer, or agent, as the case may be, before

their being admitted to entry, requires that it shall be declared, under such oath or affirmation, "that the invoice contains no *discounts*, bounties, or drawbacks, but such as have been actually allowed."

In view of these provisions of law, remaining still in full force, it is directed that in all future cases, on the oath or affirmation so required being made, and not before, the discount noted on the face of the invoice may be taken and considered in determining the *cost* of the goods; it being, however, expressly understood that this is not to prevent the appraiser from exercising any part of the authority vested in him by law, in ascertaining, estimating, and appraising the true market value of the merchandise, and the dutiable value of the same; in the performance of which duty, it must be observed, no discount can be allowed that will reduce the goods below their true market value; and that no regard can be had to discounts depending upon conditions to be performed by the consignees on the arrival of the merchandise.

The foregoing regulation will necessarily supersede any existing rule fixing and determining the rate of discount to be allowed on certain specified articles.

With every disposition to allow all actual, fair, and reasonable discounts, the department is called upon, by a sense of official duty, to enjoin upon the officers of the customs continued vigilance in guarding the revenue from abuses in this particular. Instances have occurred where an invoice has exhibited a discount greater by  $2\frac{1}{2}$  per cent. than that shown on each of several other invoices of precisely similar goods, from the same foreign house, and imported in the same vessel, at the same time; the said  $2\frac{1}{2}$  per cent. raising the discount claimed just so much higher than the usual rate, as to form an offset to the charge for *commissions* required to be added in ascertaining the dutiable value of merchandise.

In such cases, or others exhibiting a ground for suspicion of intended fraud, it will become the duty of the collector to consult with the district attorney of the United States, on the propriety of instituting legal proceedings appropriate to the case.

JAMES GUTHRIE,  
*Secretary of the Treasury.*

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*Circular.*

TREASURY DEPARTMENT, October 11, 1853.

Sir: By the joint resolution of Congress approved 7th January, 1846, it is made "the duty of the Secretary of the Treasury to cause the estimates of appropriations which he is required by law to prepare and submit to Congress to be printed, and copies of the same to be delivered to the House of Representatives in time for distribution at the commencement of each session;" and by the 14th section of the act of the 26th August, 1842, it is required that the estimates shall specify, as nearly as may be convenient, the sources from which such estimates are derived and the calculations upon which they are founded, and in so doing to discriminate between such estimates as are conjectural and such as are founded upon actual information and application of disbursing officers;

and in communicating the several estimates, reference shall be given to the several laws and treaties by which they are authorized, the dates thereof, and the volume, page, and section in which the necessary provisions are contained.

The second section of the act of 17th June, 1814, also contains some explicit directions upon the subject of estimates in the following words:

"That whenever, hereafter, in submitting to Congress the annual estimates from the several Executive departments of the government, it shall be found that the usual items of such estimates vary materially in amount from the appropriation ordinarily asked for the object named, and especially from the appropriation granted for the same objects for the year next preceding; and whenever new items not theretofore usual shall be introduced into such estimates for any year, the estimates shall be accompanied by minute and full explanations from the head of the appropriate department of all such variations and new items, setting forth the reasons and grounds upon which the amounts are required, and the different items added; and whenever any such estimate, whether annual or special, shall ask an appropriation for any new specific expenditure, such as the construction of a fort, the erection of a custom-house or other public building, or the construction of any other public work requiring a plan before the building or work can be properly completed, every such estimate shall be accompanied by a full plan and detailed estimates of the cost of the whole work, and all subsequent estimates for every such work shall give the original estimated cost, the aggregate amount theretofore appropriated for the same, and the amount actually expended thereupon, as well as the amount asked for the current year for which such estimate shall be made; and whenever any subsequent estimate shall ask for an appropriation for any such work beyond the original estimate of the cost, the full reasons for the excess, and the extent of the anticipated excess, shall be also stated."

It has been the practice heretofore for the Register of the Treasury to request the several heads of the other departments, and the heads of bureaus of this department, to furnish the estimates of expenditures expected to be required under their authority, severally and respectively, to enable the Secretary of the Treasury to comply with the above resolution and law; and a few days since he addressed a circular letter to the officers mentioned, for that purpose. I presume, therefore, that the estimates required are now in the course of preparation.

Upon looking into the subject, I find that for the last few years neither the resolution nor the laws referred to have been complied with in the particulars cited; and from an apprehension that your attention may not otherwise be drawn to the subject, I take the liberty of now asking it, and earnestly requesting you to instruct, both in the matter of the time and form of rendition, the officers charged with making out the estimates dependent upon your authority.

The estimates for the year ending 30th June, 1851, were communicated by the Secretary of the Treasury under date of 16th November, 1849;

Ditto, ending 30th June, 1852, under date of 23d November, 1850;

Ditto, ending 30th June, 1853, under date of 24th November, 1851;

Ditto, ending 30th June, 1854, under date of 7th December, 1852.

The last communication was made on the very day of the meeting of Congress, and of course was a failure to comply with the resolution.

And I conclude the second and third were not in time to be printed, and were failures likewise.

After the estimates are received from the other departments and bureaus at this, some time is required for arranging and consolidating them; and to afford the time, I will be greatly obliged to you if you will transmit your estimates by the first of next month at latest.

Permit me also to call your attention to the very stringent provisions upon the subject of the surplus fund, contained in the 10th section of the act of 31st August, 1852, page 99, and to request that if it is probable that any moneys, within the purview of that section, which were appropriated prior to 1st July, 1852, will be required, and yet cannot be applied prior to the 1st July next, that such moneys may be added to the estimates as proper objects of re-appropriation.

I am, very respectfully, your obedient servant,

JAMES GUTHRIE,

*Secretary of the Treasury.*

[The same as the foregoing was sent to the heads of the Departments of State, War, Navy, Interior, and to the Attorney General; also to the head of each bureau of the Treasury Department.]

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*General instructions to collectors of the customs, surveyors acting as collectors, and receivers of public moneys arising from sales of the public lands.*

TREASURY DEPARTMENT,

*October 28, 1853.*

It is deemed proper by this department to call your attention to the 18th, 19th, and 20th sections of the act entitled "An act to provide for the better organization of the treasury, and for the collection, safekeeping, transfer and disbursement of the public revenue," approved August 6, 1846, which provide that all duties, taxes, sales of public lands, &c., shall be paid in gold and silver coin only, or in treasury notes issued under the authority of the United States, and that all disbursements by officers of the United States shall be made in funds of the same description.

As it is the design of the above-mentioned act to disconnect the government and its revenues from banks altogether, your attention is also called to the 16th section of said act, by which any deposit of the public moneys in such institutions is prohibited under severe penalties.

This department will require a strict compliance with the above provisions of law, and any violation thereof which may be brought to its notice will be reported to the President of the United States, for such action as he may deem right and proper.

JAMES GUTHRIE,

*Secretary of the Treasury.*

*General instructions to collectors and other officers of the customs.*

TREASURY DEPARTMENT,  
November 30, 1853.

The following decisions of this department, made since the 4th March last, and not comprehended in the general instructions heretofore issued, are communicated for your information and government.

Additional duty of fifty per cent. of the duty to which the goods are liable, levied under the 17th section of the act of 1812, on the appraised value of the same, is incurred when the goods belong to the manufacturer, or are obtained by other means than by purchase; on goods actually purchased the "additional duty" of twenty per cent. on the appraised value is to be charged, as provided in the 5th section of the act of 1846.

This duty is not incurred by a simple excess of *quantity* over the invoice *quantity*, but only where the *value* of the article, as given in the invoice and entry, shall be ten per cent. below the appraised market value. The regular tariff duty is, however, to be assessed on the excess as ascertained.

*Allowances for tare, leakage, breakage, and draft.*—It has been decided that none of these allowances, specified in the 58th and 59th sections of the act of 2d March, 1799, can be now made, they being considered inapplicable to imports subject to ad valorem duties. Allowances of this character, therefore, under existing laws, can only be made as follows:

The actual tare ascertained in the mode specially pointed out in general instructions, dated 25th August, 1853.

The actual leakage or breakage incurred during the voyage of importation—the former to be ascertained by gauge, and the latter by careful examination of the packages or articles, by the proper officer of the customs.

The allowance for draft (draff or dust) being only applicable to articles in bulk, a reasonable estimate of allowance may be made by weighing or measuring a portion of the article so imported.

*Animals imported for breed.*—The existing laws simply provide for the exemption from duty of "animals imported for breed."

The declaration of the importer to the fact of their being so imported, made under oath or affirmation, in compliance with the 94th section of the act of 2d March, 1799, is not to be considered conclusive, where circumstances may induce a doubt in the mind of the collector; hence a discretion is vested in that officer, who is to determine any question of doubt by the exercise of a sound judgment in view of all the facts and circumstances of the case.

*Appraisement of merchandise.*—The act of 3d March, 1851, amendatory of the acts regulating appraisements, declaring that duties must be assessed on the general market value or wholesale price of merchandise, with costs and charges added, at the *period of exportation* to the United States, any provision of previous laws which would substitute, as the basis of duty, the general market value at any other period, are necessarily repealed, as inconsistent with the latter provision. It follows that the value of merchandise at the date of purchase, as stated in the invoice,

can in no case be legally made the basis of the dutiable value of the importation, unless it be also the general market value or wholesale price at the period of the exportation to the United States.

In all cases when duties are paid on imports under protest, the appraisers will be careful to retain samples of the merchandise duly designated and marked, so that the quantity and description of the goods may be legally established, should a suit be instituted against the collector. The report, or statement of the appraisement of imports, must in each case be in writing, and signed, not by initials, but in full, so as to constitute legal proof of the appraisement. This report or statement should be written on the invoice or entry, if practicable; and if not, on a separate paper, to be permanently attached to the invoice or entry.

To enable the collector to report additions made on appraisement to the value given in invoices or entries, in compliance with the circulars of the 26th December, 1848, and 9th October, 1850, a record must be faithfully kept of all such additions or advances, in which record must be set forth, in each case, the name of the importer, the merchandise, the vessel in which imported, the value given in the invoice or entry, and the advance made by the appraisement.

The attention of collectors is called to the form No. 5, of the oath to be administered to merchant appraisers on appeal, and form No. 6, of their report appended to treasury circular of the 25th August last, a rigid compliance with which must be enforced.

Duties assessed and paid, in conformity with the law, on the appraised value of goods, cannot be refunded on any claim founded exclusively on the decree of a court, pronounced in a case where the only question before it was of libel against the goods, as being undervalued in the invoice, with intent to defraud the revenue. In the trial of such a case, it is conceived the court has no power or authority over the appraisement so made, and its opinion thereto would be extra-judicial.

*Argols, or crude tartar.*—The article imported under the designation and commercially known as “argols, or crude tartar,” to be admitted to entry at a duty of five per cent. ad valorem, as provided in schedule H of the tariff act; unless reported by the United States appraisers as *refined, half refined, or partially refined*, in which case it would become liable to the duty of twenty per cent. ad valorem, under the 3d section of the act, as a non-enumerated article.

*Articles for the use of the United States.*—By a special act of Congress passed the 29th March, 1848, books, maps, and charts, imported for the use of the library of Congress, are admitted to free entry: “*Provided, That if in any case a contract shall have been made with any bookseller, importer, or other person, for books, maps, or charts, in which contract the bookseller, importer, or other person aforesaid, shall have paid the duty, or included the duty in said contract, in such case the duty shall not be remitted.*”

The “Act to supply deficiencies,” &c., passed the 26th January, 1849, in providing for the free admission of *all articles* imported for the use of the United States, contains no similar proviso; but a like precaution being deemed necessary and proper under the last named law, the collector is directed, in cases of any importations alleged to be for the use of the United States, to await the instructions from this department, which, on its being advised by the proper officer of government, will

be transmitted, for the delivery of the articles, free of duty or charges, to the agent duly authorized to receive them.

Articles the growth, produce, or manufacture of the United States, exported to a foreign country, and brought back to the United States in the same condition as when exported, are exempted from duty under schedule I of the existing tariff. In addition to the proof of identity, specified in the treasury circular of 31st December, 1847, it is directed that, before admitting goods, wares, or merchandise, so brought back, to free entry, the collector shall require the production of certified statements from the custom-houses in the United States and abroad, through which the articles in question had passed, containing particular descriptions of said goods, wares, or merchandise.

Articles imported for the use of certain associations and seminaries of learning, mentioned in the civil and diplomatic appropriation act of 12th August, 1848, are to be admitted to free entry only when of the description and character therein designated. Articles for the use of churches, it has been decided, are not entitled to exemption from duty under the provisions of this act.

Articles of taste entitled to free entry, as provided in schedule I of the existing tariff act, are limited to paintings and statuary, imported in good faith as objects of taste and not merchandise.

*Articles imported for the use of foreign legations in the United States.*—The exemption from duty accorded, by comity, to all articles intended for the personal or family use of foreign ambassadors, ministers, or chargés d'affaires to the United States, is not to be extended to the importations of secretaries of legation, attachés, or consuls.

Articles of ministers or chargés d'affaires of the United States to foreign governments, returning home, and having belonged to them while abroad, to be entitled to free entry, if brought with them, or when shipped to the United States on their account.

*Articles or packages lost.*—It has been decided by the department that no allowance or abatement of duties can be made, in the estimate of duties, for any missing article or package entered on the invoice or bill of lading, unless satisfactory proof be adduced that it was *not* shipped; or, being shipped, that it was lost or destroyed during the voyage of importation, and before the vessel arrived in a collection district of the United States. After such arrival, no allowance can be made for loss or injury sustained in the transportation of goods from one district to another.

If articles or packages are lost while in the custody of the United States appraisers, the owner may be entitled to remuneration in the actual cost of the same, with return of any duties he may have paid on the goods; but no such allowance can be made for loss or injury sustained with regard to goods under bond in the public warehouse.

*Books.*—Editions, published abroad, of works of American citizens, when imported into the United States, do not come within the exemption from duty provided by law, as personal effects, or otherwise.

Editions of foreign reviews and magazines, intended to take the place of the reprints of the books in the United States, cannot, whatever be the contract rate at which they are furnished to the importers, be taken by the United States appraisers, in estimating the duties, at a lower valu-



ation than the wholesale price of similar books in the general foreign market, at the period of the exportation to the United States.

*Canal boats.*—The exemption of canal boats from the payment of fees and hospital money, as provided by the act of 20th July, 1846, cannot extend to boats or barges exceeding fifty tons, although without masts or steam-power within themselves, when the usual practice of such boats or barges is to come out of the canals and trade, by the aid of steam-boats and propellers, on natural navigable waters, from district to district—such boats or barges thus becoming liable to the regular payment of hospital money and fees, besides being by law required to be registered, licensed, or enrolled and licensed, and governed by the several provisions of the laws regulating the coasting trade.

*Casks or hogsheds* of American manufacture, exported from the United States empty, and returned filled with molasses, to be included among the dutiable charges—not being, when so imported, “in the same condition” as when exported, as required by the provisions of schedule I of the existing tariff act.

*Chains*, for mooring vessels, of foreign manufacture, imported for the purpose of being left in the United States as mooring-chains for a line of foreign steamer packets, become liable, on being landed, to the charge of duty provided in the existing tariff act, as manufactures of iron.

*Charges for transportation or freight.*—As a general rule, when goods are transported from the place of their production or manufacture to another port, and thence transhipped for the United States, the cost of transportation from the first to the second port, together with the cost of transshipment and other shipping expenses at such second shipping port, are to be added to the value of the goods at their place of production or manufacture, at the time of exportation from the last port of shipment to the United States, in making up the dutiable value of the same—as in the shipment of wines from Malaga to Valparaiso, and thence to San Francisco in California; or of iron or coal from Cardiff or Newport, in Wales, to Liverpool; or from Troone or Glasgow to Londonderry, and thence, or from Liverpool, transhipped direct for San Francisco. ●

Exceptions in the application of this rule are, however, in some instances to be made, from the peculiar circumstances of the case; as, for example, where goods are shipped in good faith from any shipping port in Europe, their destination declared to be for any port of entry of the United States on the coast of the Pacific, to be transported across the Isthmus of Panama. In such cases neither the freight from the port of departure in Europe to the isthmus, nor the charge of transit over the same, nor the final freight or transportation from Panama to their destined port in the United States on the Pacific, is to be added, in their appraisement in estimating the dutiable value of the goods. The appraisement must, however, exhibit the true market value or wholesale price of the goods in the principal markets of the country whence originally shipped, on the destination before mentioned, at the period of exportation to the United States. In like manner, goods shipped at Colan, or any other port of South America on the coast of the Pacific, destined for a port of the United States on the Atlantic, via the Isthmus of Panama, are exempt from the payment of duty on any of the charges of freight or transportation.

*Chicory root*, not being one of the several roots specifically mentioned

in the existing tariff act as liable to various rates of duty, becomes entitled to free entry, under schedule I, as necessarily included in the provision regarding "roots not otherwise provided for."

*Coal measures.*—The measures to be used for ascertaining the quantity of imported coal will be tubs containing, when even-full, three heaped bushels, equivalent to three and three-quarters struck bushels. They will be constructed of the following dimensions, to wit: *Interior dimensions.*—14½ inches depth; 25⅞ inches breadth of bottom; 27⅞ inches breadth of top.

In the measurement of coal, these tubs will be filled even-full, and will be estimated as containing three bushels each.

*Cocoa wine.*—If, on examination, it appears to the satisfaction of the collector that the article so named is not imported to be used as a beverage, like the wines of commerce, but is exclusively used medicinally, it is to be considered as entitled to duty as a medicinal preparation, at a duty of 30 per cent. ad valorem.

*Commissions* at the usual rates, but not less than 2½ per cent., as regulated by the law, and treasury instructions dated 25th August last, are chargeable on the cost of the goods, with addition of the expenses of packing, baling and boxing, transportation to the place of exportation to the United States, and of transshipment and other shipping charges at such port.

*Concentrated molasses, or melado.*—The article imported under such designation, being brought by process of manufacture to the point of crystalization, is to be considered an inferior sugar, and is to be so taken in the appraisement, ascertainment and estimate of the foreign general market value of the article.

*Concentrated lemon juice.*—The juice having gone through a process of preparation for the purpose of being used in calico printing, is taken out of the classification made in schedule G of the existing tariff act, as "lemon juice," and becomes liable to the duty of 20 per cent. under the third section of the act, as a non-enumerated article.

● *Copper in plates,* 8½ inches in length, 6½ inches in width, and ⅞ of an inch in thickness, not being considered a "manufacture of copper," as provided for in schedule C, nor "copper in pigs or bars," as provided for in schedule H, necessarily becomes liable to the duty of 20 per cent., as a non-enumerated article, under the provisions of the third section of the tariff act.

*Crochet needles* not considered as comprehended in the class of needles specified in schedule E of the tariff act, but liable to duty as "manufactures" according to the material of which they are composed.

*Crucibles of platina,* specially imported for the use of a scientific school, to be exempt from the payment of duty, under the provisions of the first section of the civil and diplomatic appropriation act of 12th August, 1848.

*Currencies.*—The list of foreign currencies, the value of which has been fixed by the laws of the United States, has been given in the general instructions from the department dated the 25th August, 1853. The department having received satisfactory information of the depreciation of the currencies of Austria, Chili, Bolivia, Peru, Porto Rico, and Nova Scotia, collectors are advised that, on invoices of merchandise made out in such depreciated currencies, with certificates of

United States consuls annexed, being presented, they may be received by the collectors; subject, however, to the restrictions contained in circular instructions of the department dated the 19th September, 1851.

*Deficiencies.*—Under the decisions of the Supreme Court of the United States, allowance is to be made, in the assessment of the duties, for deficiencies in importations of merchandise, the duty to be assessed only on the value of the quantity received of sugars, molasses, liquors, oils, &c., arising from actual drainage, leaking or damage; but no allowance can be made for the shrinking or drying of articles during the voyage of importation, where the full quantity shipped of such articles as per invoice has been landed; and no further allowance under the fifty-ninth section of the general collection act of 2d March, 1799.

*Discounts.*—In conformity with the regulations established in general instructions dated 25th August and 6th October, 1853, the usual discount may be allowed, in the estimate of duties, if claimed on the invoice of goods shipped by the manufacturer, to be sold on his account, provided the oaths or affirmations are made by the manufacturer and consignee, as prescribed by existing laws; and provided further, that the deduction of such discount do not reduce the invoice below the general market value of the goods at the time of shipment to the United States.

*Discriminating duties.*—It appearing from a communication from the chargé d'affaires of Spain, dated 23d August, 1853, as well as from the certificate of the American consul at Teneriffe, dated 19th April, 1853, that by a royal Spanish decree, dated 11th July, 1852, and proclaimed in the said island on the 10th October, 1852, American vessels and their cargoes arriving in said island after the said 10th October, 1852, were placed on the same footing with the vessels of Spain and their cargoes, no discriminating duty is to be levied on Spanish vessels or their cargoes from that island arriving in ports of the United States, provided that on each such arrival there be filed with the collector of the port in which the vessel arrives, a certificate of the American consul at said island, showing that the said Spanish decree remains in full force.

*Emigrants* arriving in the United States to be entitled to the free entry of their household and personal effects, together with their tools, implements and instruments of trade or profession, comprehending any apparatus or machine worked by manual power exclusively.

*Engravings or plates*, bound or unbound, are entitled to entry at a duty of ten per cent., as provided in schedule G; but when in frames, the frame is liable to a further duty as a manufactured article, according to the materials composing it.

*Error in the assessment of duties.*—Where the correction of such errors is claimed without proof of protest, as required in all other claims for return of excess of duty paid, such claim cannot be entertained and considered by the department unless it appear by the certified statement of the collector that it has been presented to the collector within one year from the time of payment of the duties alleged to have been exacted in error.

*Excess in weight*, over the invoice quantity, when arising from the damaged condition of the article, as in the case of indigo partially satu-

rated with sea-water, is not considered liable to duty, the assessment, in such cases, being properly limited to the invoice quantity.

*Fabrics* composed of silk and metal, or silk, cotton, and metal, are entitled to entry at a duty of twenty-five per cent. ad valorem, as provided in schedule D of the tariff act on manufactures composed in part of silk; unless the metal be the component material of chief value, in which case the fabric would be liable to the duty of thirty per cent. ad valorem, under special provision in regard to that component material in schedule C. If the fabric be composed of silk, *paper*, and metal, although metal be not the component material of chief value, the fabric would be still liable to the duty of thirty per cent.; any manufacture composed in part of paper being subject to that rate of duty, by the provisions of schedule C of the existing tariff act.

*Fees* for weighing, gauging, or measuring imports, under the provision in the 4th section of the tariff act of 1846, it has been decided by courts of the United States, can be legally exacted of the importer only in cases where the invoice or entry shall not contain the weight or quantity or measure of the merchandise weighed, gauged, or measured. This decision of the courts is acquiesced in by this department; but whenever the weighing, gauging, or measuring shall disclose a difference between the actual weight or quantity and that specified in the invoice or entry, affording a well grounded presumption of fraud, the collector will advise with the United States district attorney on the case, and will be governed by his opinion as to the propriety of instituting legal proceedings for enforcing the penalty provided by law.

*Figures*, of porcelain or other material, of an obscene or indecent character, are liable to seizure and to be labelled under the provisions of 28th section of the tariff act of 30th August, 1842.

*Fish*, caught in the lakes near the Canada shore or islands, by American fishermen, and brought into ports of the United States fresh or put up in American barrels, with American salt, are exempt from duty under the provisions of schedule I of the existing tariff act: *Provided*, They are so brought into the United States in an American vessel, duly licensed for the fisheries; otherwise they become liable to a duty of twenty per cent. ad valorem, as provided in schedule E of the said act.

*Glass*.—No decision of this department has recognised as "window glass," entitled to entry at a duty of twenty per cent. ad valorem, any other than the "broad, crown, or cylinder glass," specified in schedule E. Glass ground on one side must be taken as a "manufacture of glass," provided for in schedule C; and if "colored or stained," it is found in the same schedule, charged with a duty of thirty per cent. ad valorem.

*Glass jars*, specially imported for a school or college, are exempt from the payment of duty under the provision of the act of 12th August, 1848.

*Grain*, brought from Canada into the United States, there ground into flour, and thence exported back to Canada, is not entitled thereby to a drawback of the duties paid on importation, the article not being in the same condition as when imported into the United States.

*Horses*, purchased by officers of the army of the United States, or others, on their own account, and not as authorized agents of the government, and brought into the United States from the adjacent foreign pos-

sessions, are not exempted from the payment of duty by any provision of law.

*Indians.*—Under the provisions of the 105th section of the general collection act of 2d March, 1799, *peltries* may be brought into the United States by Indians, from the adjacent foreign possessions; and also the goods and effects *bona fide* their property: *Provided* the said goods and effects are moderate in quantity and value, and usual among Indians. The officers of the customs have been enjoined, in general instructions dated 22d September, 1853, to exercise vigilance in preventing or detecting the illegal introduction of foreign dutiable merchandise into the United States, by means of the agency of Indians; and it has been decided by this department that such articles as shingle and stave bolts, cord-wood, salted fish in barrels, cattle, horses, and agricultural products, when brought into the United States by Indians from the neighboring foreign possessions, in quantities, for sale or on contract, as merchandise, are not entitled to entry free of duty, under the law.

*Indian corn, or maize.*—This article is not admissible, without the payment of duty, as *seeds* for agricultural purposes, being specified in schedule E. of the tariff act as charged with a duty of twenty per cent. *ad valorem*.

*India rubber*, when in a liquid state, to be admitted as *unmanufactured*, at a duty of ten per cent., as provided in schedule G of the existing tariff act.

*Invoices.*—Shipments of merchandise by several vessels cannot be embraced in a single invoice, and be covered by a single consular certificate. The merchandise shipped by each vessel must be embraced in a single invoice, duly verified, if on foreign account, by oath of the owner, and authenticated by consular certificate.

Foreign merchandise, destined for a port of the United States by way of the river St. Lawrence, is not unfrequently transhipped from the importing vessel to one or more vessels of light draught, and on arrival at the port of destination is found to be unaccompanied by the documents entitling it to entry.

Where all the articles embraced in the invoice are transhipped on the St. Lawrence to a single vessel, the proper invoice must be presented on entry, together with a copy of the clearance from the foreign port of exportation of the vessel from which the transshipment took place, certified to be a true copy by the collector or other chief revenue officer of the Canadian port at which the vessel was entered. When the articles embraced in a single invoice are transhipped on the St. Lawrence to several vessels, they will be admitted to entry on the production of the proper invoice, and a statement under oath of the person or agent superintending the transshipment, describing the articles by numbers, marks, &c., transhipped to each vessel, and stating in what invoice they are embraced, together with the certified copy of the clearance of the importing vessel, as above required.

*Invoice and manifest.*—The attention of collectors of the customs in districts adjacent to foreign territory is called to those provisions of general instructions No. 7, which relate to the *manifest* prescribed in the act of March 2, 1821, entitled "An act further to regulate the entry of merchandise imported into the United States from any adjacent territory,"

and the *invoice* required by the act of March 1, 1823, supplementary to and amendatory of the general collection law of 2d March, 1799.

Whenever the importer presents an invoice or manifest of the description referred to in general instructions No. 7, duly supported by oath, he may be permitted as well to enter for warehousing as consumption; and the warehouse regulations heretofore prescribed by the department are modified to that extent. And if the goods are withdrawn for transportation under bond to another district, the triplicate copy of the entry, with the duty estimated thereon, required by the regulations to be forwarded to the collector of the district to which the goods are destined, will be accompanied by a certified copy of the *invoice* or *manifest*, (as the one or the other has been presented on the original warehouse entry,) with the appraisers' report thereon.

*Iron ore*, imported into the United States from the adjacent British possessions, or elsewhere, to be charged, as provided in schedule C of the existing tariff act, with a duty of thirty per cent. ad valorem.

*Linseed oil*.—It being represented to the department that diversity of practice prevails at some of the ports, in the mode of ascertaining the quantity imported of this article, collectors are instructed that, as well in order to the assessment of duties, as for statistical purposes, such quantity must uniformly be ascertained by gauge.

*Logs of pine and other wood*, sent from the adjacent foreign possessions, to be sawed into lumber in the United States, and thence exported back to said possessions, to be liable to the charge of duty on importation, which cannot be returned as drawback on exportation, the article not being in the same condition as when imported.

*Machines*, for making paper, or other uses of manufacture, cannot be admitted to free entry under the law, as models of machinery, if, as imported, they can be "fitted for use."

*Marble blocks*, imported for the cemetery of a benevolent society, or for any other purpose than the use of the United States, cannot be admitted without the payment of the duty provided by law.

*Medallion casts*, in plaster, from antique gems, are not considered entitled to free entry, either as "objects of taste" or as "medals or other antiquities," and become liable, on importation, to the duty of twenty per cent. ad valorem as non-enumerated articles.

*Old type*, brought from the adjacent British possessions, and represented as originally of American manufacture, and as being imported for the purpose of being re-cast and returned to the said possessions, are chargeable with duty on their importation, as specifically provided in schedule E of the existing tariff act; and no drawback of duties can be allowed on their exportation as *new type*, the condition of the article being essentially changed.

*Paper clippings and shavings*, intended for the purpose of being ground into a pulp for making paper. This article is not specified in the law; but bearing a similitude, particularly in the use to which it may be applied, to "*rags* of whatever material," provided for in schedule H of the tariff act of 1816, becomes, under the operation of the 2d section of the act of 30th August, 1812, entitled to entry at a duty of five per cent. ad valorem.

*Picul*.—On importations of hemp from Manilla, the *picul* to be taken at 135 pounds.

*Platina.*—It being satisfactorily ascertained that this article is never imported into the United States in an absolutely crude state, it has been decided by the department that the exemption from duty, provided in schedule I of the tariff act of 1846, of platina unmanufactured, extends to and comprehends platina imported either in ingots or in the form of sheets, used in the manufacture of retorts and other vessels, or in the form of wire used by dentists in the manufacture of pivots for artificial teeth, or generally, to the substance platina, in any shape or form not constituting an article suitable for use without further manufacture.

*Protests.*—In order to the allowance of a return of excess of duties claimed under the provisions of existing laws, and decisions of courts of the United States, authorizing the return of duties paid, the certified statements transmitted by the collectors of the customs must show that the protest prescribed by such laws or decisions of courts, and required by this department, was duly made at or before the time of the payment of the duties, in each several importation mentioned in the said statement; it being decided by this department, in conformity with the judicial decisions, that a general protest, made on any one importation, cannot be taken as extending and applying to future importations of similar character.

*Samples of goods.*—The class of articles under this title, considered by this department as admissible free of duty, must be only such as strips or pieces of silk, cotton, or other fabric; small quantities of raw material, and generally articles of any description having little or no intrinsic value as merchandise; in regard to which the proper officers of the customs, in their examinations, are to exercise a reasonable discretion; it being understood that articles of a certain value, although imported under the designation of samples, such as pieces of carpeting, which, from their size and form, are suitable for and sold as *rugs* or *bed-sides*, &c., cannot be exempted from the payment of duty.

*Shoe, slipper, boot, bootee, or button stuffs,* of mohair cloth, silk twist, or any other fabric of cloth suitable for the manufacture of those articles *exclusively*, are entitled, under the provision in schedule H of the existing tariff act, to entry at a duty of five per cent. ad valorem. To be so admitted, however, the importation must be in strips or pieces, or so punctured or worked, or stamped in figures colored or otherwise, as to render them unsuitable for other purposes than the manufacture of the articles enumerated in the law. Plain cloths, although cut or punctured at the edges, but leaving uninjured material sufficient and suitable for other uses, cannot be so admitted; and manufactures of leather and silk, imported in the shape of uppers of shoes or slippers, do not come within the provision of law referred to, but are liable to the duty of thirty per cent., under the provisions of schedule C of the existing tariff act.

*Spars,* or other articles of wood, floated across a river or lake from an adjacent foreign possession into the United States, become liable to the appropriate rate of duty, according to their distinctive character, as provided by law, and specially referred to in general instructions No. 11, dated 22d September, 1853.

*Statuary,* when imported as objects of taste, is entitled to free entry. The term *statuary*, as used in the law, is understood to be confined in its application to "figures representing living or deceased creatures, of whatever species, real or imaginary, in full relievio, insulated on every

part," and which may be formed of marble, plaster, bronze, or other material appropriate to the composition of an "object of taste." *Sculptures* of figures, in mezzo relievo, cannot therefore, consistently with the construction of the law given by this department, be admitted to free entry.

*Stones for building*, to be liable, under the provisions of schedule G of the existing tariff act, to a duty of ten per cent. ad valorem.

*Swedish "German steel."*—This article, being known to the trade as "German steel," although coming from countries other than Germany, on the principle established by courts of the United States, is to be admitted to entry as "German steel," at a duty of fifteen per cent. ad valorem, as provided in schedule F of the tariff act.

*Venetian red*, chargeable as an ochre with the duty of thirty per cent. ad valorem, as provided in schedule C of the tariff act.

*Warehousing and re-warehousing.*—As duties payable on merchandise transported in bond and re-warehoused under the warehousing law and regulations, are collected according to the ascertainment and estimate made at the port of original entry and warehousing, collectors and other officers of the customs are instructed to cause the utmost care to be used in all the acts necessary in determining the exact quantity, quality, and dutiable value, such as weighing, gauging, measuring and appraising, in order to ascertain the precise amount of duties chargeable on the merchandise imported.

*Witnesses.*—Where the United States district attorney requires the attendance of witnesses on behalf of the collector of the customs in revenue cases, the latter will advance the necessary fees, in order that per and legal service may be made.

JAMES GUTHRIE,  
*Secretary of the Treasury.*



## B C.

*Statement exhibiting the quantity and value of wines, spirits, &c., imported annually, from 1843 to 1853, inclusive; and also showing the foreign cost per gallon under specific and ad valorem duties.*

## No. 1.—MADEIRA WINE.

Period of importation.	Gallons.	Value.	Average cost per gallon.	Duty.
9 months ending June 30, 1843.....	3,949	\$9,075	\$2 29.8	Specific.
Year ending June 30..... 1844.....	16,754	30,575	1 82.5	
Do..... 1845.....	101,176	145,237	1 43.5	
Do..... 1846.....	169,797	122,895	1 11.9	
5 months ending Nov. 30, 1846.....	117,117	128,613	1 09.8	Ad valorem.
7 months ending June 30, 1847.....	13,806	5,717	41.4	
Year ending June 30..... 1848.....	44,631	21,630	48.4	
Do..... 1849.....	193,971	105,302	54.3	
Do..... 1850.....	303,125	150,096	49 51	
Do..... 1851.....	163,941	116,008	70.76	
Do..... 1852.....	216,633	103,917	47.95	
Do..... 1853.....	226,403	105,628	46.65	

## No. 2.—SHERRY WINE.

9 months ending June 30, 1843.....	4,685	6,491	1 38.5	Specific.
Year ending June 30..... 1844.....	18,665	23,418	1 25.4	
Do..... 1845.....	23,616	38,289	1 62.1	
Do..... 1846.....	26,538	41,761	1 57.	
5 months ending Nov. 30, 1846.....	14,543	26,194	1 59.5	Ad valorem.
7 months ending June 30, 1847.....	77,521	56,661	72.3	
Year ending June 30..... 1848.....	215,935	109,933	50.9	
Do..... 1849.....	170,794	128,510	75.2	
Do..... 1850.....	212,092	118,952	56.03	
Do..... 1851.....	250,277	154,663	59.65	
Do..... 1852.....	163,610	97,680	57.93	
Do..... 1853.....	313,048	155,819	49.77	

## No. 3.—SICILY WINE.

9 months ending June 30, 1843.....	14,579	6,617	60.6	Specific.
Year ending June 30..... 1844.....	31,180	15,000	48.1	
Do..... 1845.....	110,590	46,033	50.4	
Do..... 1846.....	269,131	74,000	35.4	
5 months ending Nov. 30, 1846.....	21,281	8,933	42.	Ad valorem.
7 months ending June 30, 1847.....	92,631	24,230	26.2	
Year ending June 30..... 1848.....	190,294	67,364	35.4	
Do..... 1849.....	130,851	32,231	24.6	
Do..... 1850.....	91,123	24,933	27.36	
Do..... 1851.....	301,010	98,975	32.88	
Do..... 1852.....	91,746	22,563	24.59	
Do..... 1853.....	190,206	45,794	24.08	

## B C—Continued.

## No. 4.—PORT WINE IN CASKS.

Period of importation.	Gallons.	Value.	Average cost per gallon.	Duty.
9 months ending June 30, 1843.....	38,593	\$25,714	\$0 66.6	Specific.
Year ending June 30....1844.....	223,615	156,878	70.2	
Do.....1845.....	260,593	162,358	62.3	
Do.....1846.....	372,528	148,895	40.	
5 months ending Nov. 30, 1846.....	80,991	62,851	77.6	Ad valorem.
7 months ending June 30, 1847.....	8,075	3,791	47.	
Year ending June 30....1848.....	501,123	170,134	34.	
Do.....1849.....	711,269	272,700	38.3	
Do.....1850.....	626,211	395,454	48.77	
Do.....1851.....	762,967	342,849	45.85	
Do.....1852.....	614,816	240,238	39.07	
Do.....1853.....	662,791	268,005	41.13	

## No. 5.—CLARET IN CASKS.

9 months ending June 30, 1843.....	873,895	134,598	15.4	Specific.
Year ending June 30....1844.....	993,198	218,279	21.07	
Do.....1845.....	1,051,862	249,633	23.73	
Do.....1846.....	951,351	249,703	26.24	
5 months ending Nov. 30, 1846.....	294,433	111,453	37.65	Ad valorem.
7 months ending June 30, 1847.....	591,656	119,814	20.96	
Do.....1848.....	1,227,071	221,416	18.04	
Do.....1849.....	1,912,701	263,896	13.79	
Do.....1850.....	1,919,766	267,445	13.93	
Do.....1851.....	1,940,121	280,333	14.45	
Do.....1852.....	2,702,612	405,380	15.	
Do.....1853.....	2,633,802	422,827	18.33	

## No. 6.—OTHER RED WINES.

9 months ending June 30, 1843.....				Specific.
Year ending June 30....1844.....	340,337	60,096	17.65	
Do.....1845.....	495,588	143,210	28.9	
Do.....1846.....	954,646	316,821	33.19	
5 months ending Nov. 30, 1846.....	1,072,529	328,814	30.65	Ad valorem.
7 months ending June 30, 1847.....	539,454	119,411	22.14	
Year ending June 30....1848.....	781,073	180,928	23.16	
Do.....1849.....	994,458	221,177	22.24	
Do.....1850.....	1,469,256	265,988	18.1	
Do.....1851.....	1,245,201	236,737	19.01	
Do.....1852.....	1,172,316	229,350	19.56	
Do.....1853.....	1,374,416	377,482	27.46	

## B C—Continued.

## No. 7.—OTHER WHITE WINES.

Period of importation.	Gallons.	Value.	Average cost per gallon.	Duty.
9 months ending June 30, 1843.....	123,832	\$28,205	\$0 22.77	Specifico.
Year ending June 30.....1844.....	263,414	75,090	27.98	
Do.....1845.....	591,735	211,183	35.69	
Do.....1846.....	705,808	310,241	43.96	
5 months ending Nov. 30, 1846.....	618,267	296,736	48.	Ad valorem.
7 months ending June 30, 1847.....	278,482	69,831	25.08	
Year ending June 30.....1848.....	840,687	193,358	23.	
Do.....1849.....	971,895	210,139	21.62	
Do.....1850.....	1,083,801	215,353	19.79	
Do.....1851.....	1,035,374	209,847	19.33	
Do.....1852.....	935,379	195,870	20.94	
Do.....1853.....	1,275,290	305,287	23.94	

## No. 8.—BRANDY.

9 months ending June 30, 1843.....	191,832	106,267	55.4	Specifico.
Year ending June 30.....1844.....	782,510	606,633	77.52	
Do.....1845.....	1,081,314	819,540	75.79	
Do.....1846.....	963,147	839,231	87.13	
5 months ending Nov. 30, 1846.....	331,108	355,451	1 07.3	Ad valorem.
7 months ending June 30, 1847.....	623,309	575,631	92.35	
Year ending June 30.....1848.....	1,370,111	1,135,089	82.84	
Do.....1849.....	2,964,091	1,347,514	65.28	
Do.....1850.....	4,145,802	2,659,537	64.14	
Do.....1851.....	3,163,783	2,128,679	67.28	
Do.....1852.....	2,751,810	1,792,729	65.14	
Do.....1853.....	3,854,956	3,251,408	84.34	

## No. 9.—GRAIN SPIRITS.

9 months ending June 30, 1843.....	259,129	121,547	46.91	Specifico.
Year ending June 30.....1844.....	416,918	171,015	41.02	
Do.....1845.....	606,311	262,543	23.2	
Do.....1846.....	677,785	345,352	50.95	
5 months ending Nov. 30, 1846.....	136,323	86,073	63.14	Ad valorem.
7 months ending June 30, 1847.....	327,635	143,549	43.81	
Year ending June 30.....1848.....	676,683	327,493	48.4	
Do.....1849.....	796,276	327,957	41.19	
Do.....1850.....	751,183	361,078	48.07	
Do.....1851.....	994,417	364,204	36.99	
Do.....1852.....	865,301	294,386	34.02	
Do.....1853.....	1,060,456	424,638	40.40	

## B C—Continued.

## No. 10.—OTHER SPIRITS.

Period of importation.	Gallons.	Value.	Average cost per gallon.	Duty.
9 months ending June 30, 1843.....	135,329	\$32,095	\$0 23.7	Specific.
Year ending June 30.... 1844.....	210,477	72,027	37.07	
Do..... 1845.....	270,484	78,957	29.12	
Do..... 1846.....	221,314	81,713	36.92	
5 months ending Nov. 30, 1846.....	65,477	22,862	41.08	Ad valorem.
7 months ending June 30, 1847.....	160,747	57,806	35.96	
Year ending June 30.... 1848.....	222,671	75,913	33.21	
Do..... 1849.....	542,492	145,781	26.87	
Do..... 1850.....	339,169	113,779	33.57	
Do..... 1851.....	309,214	100,850	32.61	
Do..... 1852.....	359,677	93,940	27.51	
Do..... 1853.....	336,477	166,501	31.35	

## No. 11.—BEER, ALE, AND PORTER, FROM ENGLAND.

9 months ending June 30, 1843.....	62,612	57,028	89.76	Specific.
Year ending June 30.... 1844.....	107,429	162,157	95.04	
Do..... 1845.....	79,302	73,729	92.97	
Do..... 1846.....	117,621	110,397	94.71	
5 months ending Nov. 30, 1846.....	46,146	42,957	93.15	Ad valorem.
7 months ending June 30, 1847.....	132,157	67,305	50.93	
Year ending June 30.... 1848.....	130,003	101,171	77.82	
Do..... 1849.....	146,473	118,233	80.72	
Do..... 1850.....	156,735	129,957	82.92	
Do..... 1851.....	275,336	189,010	68.64	
Do..... 1852.....	262,833	186,964	71.13	
Do..... 1853.....	397,420	284,347	71.65	

## No. 12.—BEER, ALE, AND PORTER, FROM SCOTLAND.

9 months ending June 30, 1843.....	7,423	6,335	85.34	Specific.
Year ending June 30.... 1844.....	19,236	18,343	95.36	
Do..... 1845.....	26,711	21,294	79.72	
Do..... 1846.....	32,464	32,831	1 03.65	
5 months ending Nov. 30, 1846.....	2,151	1,695	88.1	Ad valorem.
7 months ending June 30, 1847.....	15,375	8,657	56.31	
Year ending June 30.... 1848.....	39,282	21,533	54.05	
Do..... 1849.....	52,297	30,083	57.53	
Do..... 1850.....	52,856	41,790	79.07	
Do..... 1851.....	88,179	56,736	64.34	
Do..... 1852.....	110,752	67,804	61.22	
Do..... 1853.....	131,357	77,414	58.93	

F. BIGGER, *Register.*

B D.

*Statement exhibiting the aggregate value of breadstuffs and provisions exported annually from 1821 to 1853.*

Years ending—		Amount.
September 30.....	1821.....	\$12, 341, 901
	1822.....	13, 886, 856
	1823.....	13, 767, 847
	1824.....	15, 059, 484
	1825.....	11, 634, 449
	1826.....	11, 303, 496
	1827.....	11, 685, 556
	1828.....	11, 461, 144
	1829.....	13, 131, 858
	1830.....	12, 075, 430
	1831.....	17, 533, 227
	1832.....	12, 424, 703
	1833.....	14, 209, 128
	1834.....	11, 524, 024
	1835.....	12, 009, 399
	1836.....	10, 614, 130
	1837.....	9, 528, 359
	1838.....	9, 636, 650
	1839.....	14, 147, 779
	1840.....	19, 067, 535
	1841.....	17, 196, 102
	1842.....	16, 902, 876
Nine months ending June 30, 1843.....		11, 204, 123
Year ending June 30.....	1844.....	17, 970, 135
	1845.....	16, 743, 421
	1846.....	27, 701, 121
	1847.....	68, 701, 921
	1848.....	37, 472, 751
	1849.....	33, 155, 507
	1850.....	26, 051, 373
	1851.....	21, 948, 651
	1852.....	25, 857, 027
	1853.....	32, 985, 322
Total.....		615, 998, 255

F. BIGGER, Register.

TREASURY DEPARTMENT, Register's Office, December 6, 1853.

B E.

*Statement exhibiting the quantity and value of tobacco and rice exported annually from 1821 to 1853, inclusive.*

Years.	TOBACCO.			RICE.		
	Hogheads.	Value.	Average cost per hhd.	Tierces.	Value.	Average cost per tierce.
1821.....	66,858	\$5,648,062	\$84 40	88,221	\$1,494,307	\$16 94
1822.....	83,169	6,222,838	74 82	87,089	1,553,482	17 86
1823.....	99,069	6,282,672	63 45	101,365	1,820,985	17 96
1824.....	77,883	4,855,666	62 31	113,229	1,882,982	16 63
1825.....	75,984	6,115,623	80 49	97,015	1,925,245	19 84
1826.....	64,098	5,347,208	83 42	111,063	1,917,445	17 26
1827.....	100,025	6,577,123	65 75	133,518	2,313,908	17 55
1828.....	96,278	5,269,960	54 73	175,019	2,620,606	14 97
1829.....	77,131	4,982,974	64 60	132,923	2,514,370	18 92
1830.....	83,810	5,546,365	66 66	130,697	1,986,824	15 20
1831.....	86,718	4,892,388	56 41	116,517	2,016,267	17 30
1832.....	106,806	5,099,769	56 17	120,327	2,152,631	17 89
1833.....	83,153	5,755,963	69 20	144,163	2,744,418	19 04
1834.....	87,979	6,593,305	74 96	121,686	2,122,272	17 41
1835.....	94,353	8,250,577	87 44	110,851	2,210,331	19 94
1836.....	109,042	10,058,640	92 24	212,983	2,548,750	11 97
1837.....	100,232	5,795,647	57 82	106,084	2,309,270	21 76
1838.....	100,593	7,392,029	73 48	71,048	1,721,819	24 23
1839.....	78,995	9,832,913	124 47	93,320	2,460,198	26 36
1840.....	110,484	9,883,957	82 72	101,660	1,942,076	19 10
1841.....	147,828	12,576,703	85 07	101,617	2,010,107	19 78
1842.....	158,710	9,540,755	60 11	114,617	1,907,387	16 64
1843.....	94,454	4,650,979	49 24	106,766	1,625,726	15 23
1844.....	163,042	8,397,255	51 50	134,715	2,182,468	16 20
1845.....	147,168	7,469,819	50 75	118,621	2,160,456	18 21
1846.....	147,998	8,478,270	57 28	124,007	2,664,991	20 63
1847.....	135,762	7,242,086	53 34	144,427	3,605,806	24 97
1848.....	130,665	7,551,122	57 78	100,403	2,331,824	23 23
1849.....	101,621	5,804,207	57 17	128,861	2,569,362	19 94
1850.....	145,729	9,951,023	68 28	127,069	2,631,557	20 71
1851.....	95,915	9,219,251	96 09	105,590	2,170,927	20 56
1852.....	137,697	10,031,283	73 17	119,733	2,470,029	20 63
1853.....	159,853	11,319,319	70 81	67,707	1,657,658	24 49
Total...	3,557,372	243,578,586	68 47	3,863,111	72,176,673	18 68

F. BIGGER, Register.

TREASURY DEPARTMENT, Register's Office, December 6, 1853.

B F.

*Statement showing the value of goods remaining in warehouses at the close of each quarter from September 30, 1847, to June 30, 1853, as exhibited by the quarterly returns of the collectors of the customs, under the provisions of the act of August 6, 1846; and also the amount of duties payable thereon.*

Periods ending—	Goods remaining in warehouses.	
	Value.	Duties.
September 30, 1847.....	\$3,618,758 00	\$1,264,624 53
December 31, 1847.....	4,863,591 00	1,524,897 16
March.....31, 1848.....	5,291,179 00	1,669,067 39
June.....30, 1848.....	6,272,275 00	1,936,464 00
September 30, 1848.....	5,419,676 00	1,649,182 85
December 31, 1848.....	7,201,246 00	2,152,544 50
March.....31, 1849.....	5,450,593 00	1,702,639 37
June.....30, 1849.....	7,830,010 00	2,501,394 35
September 30, 1849.....	6,021,627 00	1,927,754 72
December 31, 1849.....	6,163,151 00	1,997,536 75
March.....31, 1850.....	5,600,318 00	2,009,165 33
June.....30, 1850.....	8,247,055 00	3,077,129 80
September 30, 1850.....	8,162,721 00	2,930,035 49
December 31, 1850.....	7,307,623 00	2,384,419 50
March.....31, 1851.....	7,127,751 00	2,293,090 13
June.....30, 1851.....	10,047,061 00	3,172,328 08
September 30, 1851.....	12,049,892 00	3,748,594 48
December 31, 1851.....	11,807,493 00	3,575,930 61
March.....31, 1852.....	9,819,475 00	3,169,553 74
June.....30, 1852.....	8,723,056 00	2,866,564 75
September 30, 1852.....	7,634,993 00	2,626,231 78
December 31, 1852.....	7,236,800 00	2,482,760 55
March.....31, 1853.....	6,830,065 00	2,517,676 85
June.....30, 1853.....	11,472,441 00	4,395,892 83
<b>Total.....</b>	<b>180,198,850 00</b>	<b>59,575,469 56</b>
<b>Average quarterly value.....</b>	<b>7,508,285 41</b>	<b>2,482,311 23</b>

F. BIGGER, Register.

TREASURY DEPARTMENT, Register's Office, December 6, 1853.

*Statement exhibiting the quantity and value of cotton exported annually from 1821 to 1853 inclusive, and the average price per pound.*

Years.	COTTON.			Value.	Average coat per pound.
	Sea Island.	Other.	Total.		
	Pounds.			Dollars.	Cents.
1821...	11,344,666	113,549,339	124,893,405	20,157,494	16.2
1822...	11,250,635	133,424,460	144,675,095	24,035,058	16.6
1823...	12,136,688	161,536,522	173,723,270	20,445,520	11.8
1824...	9,525,722	132,843,911	142,369,633	21,917,401	15.4
1825...	9,665,278	166,784,629	176,449,907	30,816,619	20.9
1826...	5,972,552	198,662,663	204,535,415	25,025,214	12.2
1827...	15,140,798	279,169,317	294,310,115	22,359,545	10.
1828...	11,223,419	199,302,011	210,520,463	22,427,229	10.7
1829...	12,833,307	252,003,879	264,837,186	26,575,311	10.
1830...	8,147,165	290,311,937	298,459,102	20,674,833	9.9
1831...	8,311,762	263,663,022	270,979,784	25,289,492	9.1
1832...	8,743,373	313,471,749	322,215,122	31,724,622	9.8
1833...	11,142,927	313,555,617	324,698,604	36,191,105	11.1
1834...	8,065,937	376,631,970	384,717,907	42,442,402	12.8
1835...	7,752,736	379,606,256	387,358,992	61,061,302	16.8
1836...	7,849,597	415,781,710	423,631,307	71,224,925	16.8
1837...	5,236,971	432,924,566	444,211,537	63,210,102	14.2
1838...	7,236,310	583,665,957	595,932,267	61,656,811	10.3
1839...	6,107,404	408,516,808	413,624,212	61,233,982	14.8
1840...	8,779,669	735,161,392	743,941,061	63,870,307	8.5
1841...	6,237,424	523,966,676	530,204,100	54,330,341	10.2
1842...	7,254,039	577,462,918	584,717,017	47,693,464	8.1
1843...	7,515,079	784,722,027	792,237,106	49,119,806	6.2
1844...	6,099,076	657,534,379	663,633,455	51,063,501	8.1
1845...	9,339,625	863,516,371	872,905,926	51,739,643	5.92
1846...	9,328,533	539,169,522	547,558,055	42,767,341	7.81
1847...	6,293,973	520,925,985	527,219,958	53,415,848	10.34
1848...	7,724,148	506,550,253	514,274,431	61,093,294	7.61
1849...	11,969,259	1,014,633,010	1,026,602,269	66,396,967	6.4
1850...	8,236,463	627,145,141	635,381,604	71,934,616	11.3
1851...	8,299,656	918,937,433	927,237,089	112,315,317	12.11
1852...	11,734,075	1,081,492,564	1,093,230,639	87,965,732	8.06
1853...	11,165,165	1,100,405,205	1,111,570,370	109,456,404	9.85
Total.	296,902,281	16,182,044,252	16,470,006,533	1,649,507,678	10.

F. BIGGER, Register

TREASURY DEPARTMENT, Register's Office, December 6, 1853.



B H.

*Statement exhibiting the value of certain articles imported during the years ending on the 30th of June, 1844, 1845, 1846, 1848, 1849, 1850, 1851, 1852, and 1853, (after deducting the re-exportations,) and the amount of duty which accrued on each during the same periods, respectively.*

Articles.	1844.		1845.		1846.		1848.	
	Value.	Duties.	Value.	Duties.	Value.	Duties.	Value.	Duties.
Woollens .....	\$9,408,279	\$3,313,495	\$10,504,423	\$3,731,014	\$9,935,925	\$3,480,797	\$15,061,102	\$4,196,007
Cottons .....	13,236,830	4,850,731	13,360,729	4,908,272	12,857,422	4,865,483	17,205,417	4,166,573
Hempen goods .....	865,427	213,862	801,661	198,642	696,888	138,394	606,900	121,330
Iron, and manufactures of .....	2,395,760	1,607,113	4,075,142	2,415,003	3,660,581	1,629,581	7,060,470	2,118,141
Sugar .....	6,897,245	4,597,093	4,049,708	2,555,075	4,397,239	2,713,866	8,775,223	2,632,567
Hemp, unmanufactured .....	261,913	101,338	140,372	55,122	180,221	62,282	180,335	54,100
Salt .....	892,112	654,881	883,359	678,069	748,566	509,244	1,027,656	205,531
Coal .....	203,681	133,845	187,962	130,221	336,691	254,149	426,997	128,099
Total .....	34,161,247	15,472,358	34,003,356	14,671,418	32,813,533	13,653,796	50,344,100	13,622,498

## B H—Continued.

Articles.	1849.		1850.		1851.		1852.		1853.	
	Value.	Duties.	Value.	Duties.	Value.	Duties.	Value.	Duties.	Value.	Duties.
Woolens .....	\$13,503, 202	\$3, 723, 768	\$16,900, 916	\$4, 682, 457	\$19,239, 930	\$5, 331, 600	\$17,348, 184	\$4, 769, 083	\$27,439, 904	\$7, 574, 530
Cottons .....	15, 183, 759	3, 769, 565	19, 631, 612	4, 896, 278	21, 486, 502	5, 348, 695	18, 716, 741	4, 895, 327	26, 601, 830	6, 658, 337
Hempen goods.....	460, 335	92, 067	490, 077	98, 016	615, 239	123, 043	343, 777	68, 755	479, 171	99, 634
Iron, and manufac- tures of .....	9, 262, 567	2, 778, 770	10, 864, 630	3, 259, 404	10, 780, 312	3, 234, 091	18, 843, 569	5, 632, 484	27, 015, 361	8, 104, 609
Sugar.....	7, 275, 780	2, 182, 734	6, 950, 716	2, 085, 915	13, 478, 709	4, 043, 613	13, 977, 393	4, 193, 218	14, 957, 776	4, 496, 333
Hemp, un manufac- tured .....	478, 232	143, 470	574, 783	172, 435	212, 911	63, 843	161, 211	49, 263	329, 122	98, 737
Salt .....	1, 424, 529	284, 906	1, 227, 518	245, 504	1, 025, 300	205, 060	1, 192, 101	220, 420	1, 059, 432	211, 680
Coal .....	382, 254	114, 676	361, 855	108, 557	478, 028	143, 420	405, 632	121, 695	490, 010	147, 003
Total .....	47, 970, 658	13, 089, 956	57, 032, 157	15, 547, 865	67, 316, 893	18, 493, 332	70, 901, 628	19, 950, 245	98, 402, 609	27, 387, 269

TREASURY DEPARTMENT, Register's Office, December 6, 1853.

F. BIGGER, Register

## B I.

*Statement exhibiting the value of foreign merchandise imported, re-exported, and consumed, annually, from 1821 to 1853 inclusive; and also the estimated population and rate of consumption, per capita, during the same period.*

Year ending—	• Value of foreign merchandise.			Population.	Consumption per capita.
	Imported.	Re-exported.	Consumed and on hand.		
September 30.... 1821..	\$62,585,724	\$21,302,488	\$41,283,236	9,960,974	\$4 14
1822..	83,241,541	22,286,202	60,955,339	10,233,757	5 92
1823..	77,579,267	27,543,622	50,035,645	10,606,540	4 71
1824..	80,549,007	25,337,157	55,211,850	10,929,323	5 05
1825..	96,340,075	32,590,643	63,749,432	11,252,106	5 68
1826..	84,974,477	24,539,612	60,434,865	11,574,889	5 22
1827..	79,484,068	23,403,136	56,080,932	11,897,672	4 71
1828..	88,509,824	21,595,017	66,914,807	12,220,455	5 47
1829..	74,492,527	16,658,478	57,834,049	12,543,238	4 61
1830..	70,876,920	14,337,479	56,489,441	12,866,020	4 39
1831..	103,191,124	20,033,526	83,157,598	13,286,364	6 25
1832..	101,029,266	24,039,473	76,989,793	13,706,707	5 61
1833..	108,118,311	19,822,735	88,295,576	14,127,050	6 25
1834..	126,521,332	23,312,811	103,208,521	14,547,393	7 09
1835..	149,805,742	20,504,495	129,391,247	14,967,736	8 64
1836..	189,980,035	21,746,360	168,233,675	15,388,079	10 93
1837..	140,989,217	21,854,962	119,134,255	15,868,422	7 53
1838..	113,717,404	12,452,795	101,264,609	16,228,765	6 23
1839..	162,092,132	17,494,525	144,597,607	16,649,108	8 68
1840..	107,141,519	18,190,312	88,951,207	17,069,453	5 21
1841..	127,946,177	15,469,081	112,477,096	17,612,507	6 38
1842..	100,162,087	11,721,538	88,440,549	18,155,561	4 87
Nine months to June 30, 1843.....	64,753,799	6,552,697	58,201,102	18,698,615	3 11
Year to June 30, 1844..	108,435,035	11,484,867	96,950,168	19,241,670	5 03
1845..	117,254,564	15,346,830	101,907,734	19,784,725	5 15
1846..	121,691,797	11,346,623	110,345,174	20,327,780	5 42
1847..	146,545,638	8,011,158	138,534,480	20,870,835	6 60
1848..	154,998,928	21,128,010	133,870,918	21,413,890	6 25
1849..	147,857,439	13,088,865	134,768,574	21,956,945	6 13
1850..	178,138,318	14,951,808	163,186,510	23,246,301	7 02
1851..	216,224,932	21,698,293	194,526,639	24,250,000	8 02
1852..	212,613,282	17,289,382	195,323,900	24,500,000	8 00
1853..	267,978,647	17,034,553	250,944,094	25,000,000	10 00
Total.....	4,065,910,155	614,219,533	3,451,690,622	.....	.....

F. BIGGER, Register.

TREASURY DEPARTMENT, Register's Office, December 6, 1853.

*Statement exhibiting the value of dutiable merchandise re-exported annually, from 1821 to 1853, inclusive; and showing also the value re-exported from warehouses under the act of August 6, 1846.*

Years.	Dutiable value of merchandise re-exported.	Value re-exported from warehouses.
1821.....	\$10,537,731	.....
1822.....	11,101,396	.....
1823.....	19,846,873	.....
1824.....	17,222,075	.....
1825.....	22,701,803	.....
1826.....	19,404,504	.....
1827.....	15,617,986	.....
1828.....	13,167,339	.....
1829.....	11,427,401	.....
1830.....	12,067,162	.....
1831.....	12,434,483	.....
1832.....	18,442,857	.....
1833.....	12,411,969	.....
1834.....	10,879,520	.....
1835.....	7,743,655	.....
1836.....	9,232,867	.....
1837.....	9,406,043	.....
1838.....	4,466,384	.....
1839.....	5,607,693	.....
1840.....	5,835,809	.....
1841.....	4,224,181	.....
1842.....	4,821,454	.....
1843.....	3,456,572	.....
1844.....	3,962,508	.....
1845.....	5,171,731	.....
1846.....	5,522,577	.....
1847—5 months, to November 30.....	\$2,313,527 }	\$651,170
1847—7 months, to June 30.....	2,020,330 }	
1848.....	6,576,499	2,869,941
1849.....	6,625,276	3,692,363
1850.....	7,376,361	5,261,291
1851.....	8,552,967	5,684,453
1852.....	9,591,138	6,752,536
1853.....	11,202,167	9,792,757
Total in 33 years.....	330,318,803	34,624,511
Average per annum.....	10,010,570	4,946,359

F. BIGGER, *Register.*

B L.

*Statement exhibiting the total value of imports, and the imports consumed in the United States, exclusive of specie, during each fiscal year from 1821 to 1853; showing, also, the value of domestic and foreign exports, exclusive of specie, and the tonnage employed during the same periods.*

Years.	Total imports, including specie, &c.	Imports consum'd, exclusive of specie.	Domestic produce exported, ex- clusive of specie.	Foreign merchan- dise exported, exclusive of specie.	Total exports, including specie, &c.	Tonnage.
1821.....	\$62,585,724	\$43,696,405	\$43,671,894	\$10,824,429	\$61,974,332	1,293,958
1822.....	83,241,541	68,367,425	49,874,079	11,504,270	72,160,281	1,324,069
1823.....	77,579,267	51,308,936	47,155,408	21,172,435	74,699,030	1,336,566
1824.....	80,549,007	53,846,567	50,649,500	18,322,605	75,986,657	1,389,163
1825.....	96,340,075	66,375,722	66,809,766	23,793,588	99,535,388	1,423,112
1826.....	84,974,477	57,052,577	52,499,855	20,440,934	77,595,322	1,534,191
1827.....	79,484,068	54,901,108	57,878,117	16,431,830	82,324,827	1,620,608
1828.....	88,509,824	60,975,475	49,976,632	14,044,608	72,264,686	1,741,392
1829.....	74,492,527	54,741,571	55,087,307	12,347,344	72,358,671	1,260,798
1830.....	70,876,920	49,575,009	58,524,878	13,145,857	73,849,508	1,191,776
1831.....	103,191,124	82,808,110	59,218,583	13,077,069	81,310,583	1,267,847
1832.....	101,029,266	75,327,688	61,726,529	19,794,074	87,176,943	1,439,450
1833.....	108,118,311	83,470,067	69,950,856	15,577,876	90,140,433	1,606,151
1834.....	126,521,332	86,973,147	80,623,662	21,636,553	104,336,973	1,758,907
1835.....	149,895,742	122,007,974	100,459,481	14,756,321	121,693,577	1,824,940
1836.....	189,980,035	158,811,392	166,570,942	17,767,762	128,663,040	1,882,103
1837.....	140,989,217	113,310,571	94,280,895	17,162,232	117,419,376	1,896,686
1838.....	113,717,404	86,552,598	95,560,880	9,417,690	108,486,616	1,994,640
1839.....	162,092,132	145,870,816	101,625,533	10,626,140	121,028,416	2,096,380
1840.....	107,141,519	86,250,335	111,600,561	12,008,371	132,085,946	2,180,764
1841.....	127,946,177	114,776,309	103,636,236	8,181,235	121,851,803	2,130,744
1842.....	100,162,087	87,996,318	91,799,242	8,078,753	104,691,534	2,092,391
1843 (9 months ending June 30).....	64,753,799	37,294,129	77,686,354	5,139,335	84,346,480	2,158,603
1844.....	108,435,035	96,290,548	99,531,774	6,214,058	111,206,046	2,280,095

## B L—Continued.

Years.	Total imports, including specie, &c.	Imports consum'd, exclusive of specie.	Domestic produce exported, exclu- sive of specie.	Foreign merchan- dise exported, exclusive of specie.	Total exports, including spe- cie, &c.	Tonnage.
1845.....	\$117,254,564	\$105,599,541	\$98,455,330	\$7,581,781	\$114,646,000	2,417,002
1846.....	121,691,797	110,048,859	101,718,042	7,865,206	113,488,516	2,562,085
1847.....	146,545,638	116,257,595	150,574,844	6,166,754	158,648,622	2,839,046
1848.....	154,998,928	140,651,962	130,203,700	7,926,802	154,032,131	3,154,042
1849.....	147,857,439	132,565,168	131,710,081	8,641,691	145,755,820	3,334,015
1850.....	178,138,318	164,634,033	134,900,233	9,475,493	151,898,720	3,535,454
1851.....	216,224,932	200,476,219	178,620,138	10,225,121	218,388,011	3,772,479
1852.....	212,613,282	195,072,695	154,931,147	12,037,043	209,641,625	4,139,441
1853.....	267,978,647	251,071,358	189,869,162	13,696,213	230,452,250	4,407,010
Total.....	4,065,910,165	3,361,056,167	3,057,441,650	424,614,473	3,777,138,810	70,890,498

TREASURY DEPARTMENT, Register's Office, December 6, 1853.

F. BIGGER, Register.