The owners of the Billeri Sub-marine Propeller having proposed to dispose of this new arm to the Government of the United States respectfully submit the following propositions.

They will sell the said invention with all the specifications, plans, drawings, and secrets pertaining thereto, and the boat already constructed for salvage purposes, with all the apparatus connected therewith for a sum of money to be hereafter agreed upon.

Mr Billeri would offer his services to superintend the construction of the boat, drill the crew, and conduct in person the sub-marine operations

Should the First Proposition made by the Owners of the Ericsson Sub-marine-propeller not meet with approval by the Government of the United States, they respectfully offer to substitute the following

Proposition No 2 -

They would agree to superintend the construction of an iron-sub-marine propeller for hostile operations, not to exceed in cost Fourteen Thousand dollars, and to be completed in fourty days after the contract, (the Government to pay for the work as executed) - and to dispose of said invention with all the plans, specifications, secrets &c pertaining thereto for a (larger) sum of money to be hereafter agreed upon, Contingent upon the success of said vessel, this money to be paid as soon as the boat shall be satisfactorily tested by a Commission appointed by the Government

As it would be necessary to the Government to have the boat already built (the same reported upon by a Commission of Officers at the Philad[a] Navy Yard July 7[th] 1861) as a School of instruction to drill a crew while constructing another upon a larger scale for war purposes, the owners would expect the Government to take the same at cost

Should the first and second propositions respectfully submitted to the Government of the United States by the owners of the "Villeroy Sub-marine-propeller be rejected, they would agree to contract to perform a specific undertaking

They will contract to blow up one or more vessels of war at the Norfolk Navy Yard for a sum equivalent to the damage inflicted upon the enemy, to be paid them on the destruction of the property.

(Copy)

Navy Yard Phila.
July 7th 1861

Sir

In obedience to your order of May 30th 1861 the Diving machine of Mr. De Villeroi being reported ready for inspection, we proceeded to Delanco, New Jersey to examine it, and have the honor to make the following report:

The Submarine Propeller submitted to our investigation consists of an iron cylinder, cone shaped at the two extremities, about thirty three feet in length, by four feet at its greatest diameter. It is propelled by means of a screw in the stern, with two pinions, one on either side, resembling somewhat a whale in external form and appearance. Light is communicated to the interior by means of glass bulls eyes on the back, thirty six in number. An ellipsoidal section eight inches in height, opening and closing at will, affords entrance and exit to a crew of from six to twelve men, according to the speed required; A corresponding section at the bottom of the boat admits the egress of the divers, who breathing by means of tubes attached to the boat are enabled to perform submarine operations, such as raising sunken cargoes, and attaching torpedoes to the bottoms of hostile vessels. An artificial atmosphere perfectly respirable by the men, is generated by the inventor, by a chemical process, so that the submerged boat executes its maneuvres without any connection with the surface. Its entire apparatus is contained in the interior and invisible from the outside.

In justice to Mr. De Villeroi we

should state that the boat in question was constructed for salvage purposes and not for war uses, (for the latter, he proposes if his services are accepted by the Government, to construct another on a larger scale, whose greater capacity would afford additional facilities for the maneuvres of the men, while it would also be provided with a greatly increased power of propulsion) so that in the experiments we have considered the machine employed simply as a model to demonstrate the principles to be established by the inventor.

From the experiments we have witnessed, corroborated by those made previously, we consider that Mr. Villeroi has demonstrated the following principles:—

1st.— The ability to remain submerged for a length of time without communication with the surface or external atmosphere, and without the least fatigue or exhaustion to the men.

2nd.— That of sinking and raising his boat at pleasure, making rapid immersions and emersions.

3rd.— Ability of the men to leave and return to the boat while under water.

4th.— Ability of a man leaving the boat to live for a length of time under water, breathing by means of a tube connected with the boat.

With regard to locomotion the commission cannot form any decided opinion, but are under

The examination of the Telescope c
led for in your order, has not been m
not having been brought to our not
by the inventor

Very Respectfully
Your Obed't Servt
Henry K. Hoff
Command
Chas. Steadma
Commandi
Robert Danby
Chief Engineer U.

Signed

"
"
"

Capt. S. F. Dupont
Comdg U. S. Naval Station
Philadelphia.

136 A. R.

Philadelphia. March 8. 1862.

To the President of the United States Abraham Lincoln.

Excellency,

I have had the honor to remit a letter to you by Mrs. Villeroi, my wife, a letter containing the proposition and description of a new maritime weapon of war, under the title: Submarine navigation.

After the different experiments required by the commission, named by Commodore Dupont, the reports having been satisfactory the Navy Department ordered the construction of a propeller, according to my system on a large scale, nominating me chief engineer and superintendant of the construction.

Now the propeller is finished and ready to go to an expedition. The crew consists of 20 select Frenchmen whom I am to command in person.

My nomination as officer with a salary of 2000 dollars a year has been announced to me in a letter from the first of November last, signed by Commodore Joseph Smith for the secretary. But as I have not yet received that commission as officer, commander of the propeller I should be happy to receive it from the hands of Your Excellency as having received the first proposition of my services for the national cause whose worthy represen-

properly equipped, it becomes an easy matter to reconn
the enemy's coast; to land men, ammunition, etc, at a
given point, to enter harbours, to keep up intelligence
to carry explosive bombs under the very keels of vessels
that, without being seen. With a few such boats, manne
one by about a dozen men, the most formidable fleet co
be annihilated in a short time. The one that
have experimented with is thirty two feet in length.
is built of iron and is furnished with a secret pro
It can be made to go on the surface of the wate
at any depth almost below and without any c
munication whatever with the external atmosp
When under water, the men can go out of the
boat to perform any work, to remove any ob
from the bottom, etc, and come in again with
the least difficulty. (See the relation in the Worl
can and United States Gazette herewith enclosed)

After this communication, Sir, should you
my services to be profitable to the grand cause
Union, I could place myself at your disposa
my boat and a well practised crew. (And s
several such boats be deemed necessa
I could have them promptly built and
respective crews could be made to practi

I have the honor to be, with distinguished
consideration, Your Excellency's
Most Obedient Servant.

D. Villarejo. civil engineer

1328 Pine Street.
September 4th 1861.

New experiments have just been made by
a committee of officers of the Philadelphia
Navy Yard.
See the report to the Ministry.

112

Philadelphia 26th Sept. 1861

Hon. Gideon Welles, Secretary of the Navy,
Washington.

Sir,

Some time since two Reports were made to the Navy Department, relative to a proposition I had made tendering my services to the Government of the United States. - They were submitted by a Commission of officers attached to the Navy Yard at Philadelphia, appointed by Capt. Dupont.

One of these Reports referred to my plan of submarine navigation - and the other to a telescope so constructed as to shew the distance from one point to another (whether accessible or not -) without the necessity of any calculation or actual measurement whatever.

The Experiments having proved satisfactory to the Commission under whose inspection they were made, I am desirous to know the result of their Reports, and therefore beg leave to request Sir, that you will do me the favor to cause me to be informed of what conclusion the Government has come to in regard to

the

the offer of my services.

I have the honor to be

Sir,

Your obed^t Serv^t

De Villeroi civil engineer

132 Pine Street Philadelphia

Bureau of Yards & Docks.
16th Oct. 1861.

Sir,

I have the honor to acknowledge the reference to this Bureau of the report of a Board of officers of whom Captain Hoff of the Navy was the Senior, on the plan and performance of a submarine apparatus by Mr. De Villeroi, and beg to submit the following remarks.

I have given the report a cursory examination and find that some of the features of this invention have been used by Professor Ryerson of New York, but to what extent I am unable to say. Mr. De Villeroi supplies an atmosphere by chemical process, but the means are not stated nor the mode of raising and lowering the vessel in the water at the will of the operator.

The experiment appears to

have been quite satisfactory to the Board, but in my opinion the trial was made on too small a scale to test the efficiency of such a vessel for war purposes.

For many years the ingenuity of man has been taxed to invent means of destroying an enemy's vessels by attaching explosive machines to their bottoms, but such means have not, to my knowledge, ever yet proved successful. There is a difficulty of holding an whilst attaching the instrument of destruction to the vessel, when the operator cannot touch the bottom.

I infer that a vessel could be constructed upon the proposed plans, which would enable those trained to the work to move at pleasure under waters at a slow rate of speed, provided the current be not too great, and the compass be properly adjusted to the interior of the iron vessel.

If the boat proposed by the inventor can be propelled at the rate of three miles per hour, and the persons working it can detach themselves from it and operate outside, returning to it in safety, the invention might prove useful against vessels in an enemy's port or in a roadstead.

To make a more extended and perfect test, a boat should be built under the direction of the inventor, the cost of which I am informed will not exceed $14,000, and men employed who are trained to work it. Such a vessel could be used for war purposes as well as for general submarine explorations.

The inventor and his friends propose to enter into contract with the Government for a given sum, to destroy the vessels in the port of Norfolk, without pay in the event of failure. This would be a safe experiment for the Government, and probably the most satisfactory

to both parties, provided the price to be paid is limited to the amount of damage inflicted on the enemy.

How far the Department may feel disposed to patronise this invention by a further test of its merits, or by contracting with the owners to perform certain service for a stipulated sum, is for you to decide.

The report of the Board is herewith returned.

I have the honor to be
very respectfully
Yr. Ob. Servt.
Jos. Smith
Bvt Brig Genl USA

Honorable
Gideon Welles
Secretary of the Navy

De Villeroi B

Engineer P.C.

Philadelphia

Bureau of Yards & Docks.

1. November 1861.

Sir

By order of the Secretary of the Navy you are hereby appointed and put in charge of the construction of the Iron Sub-marine Propeller, on your plan, under the Contract of this date with Ellis Thomas - the Vessel to be built in Philadelphia - you to select the Crew, on terms to be approved by the Department, to work the same when completed

Your pay will be at the rate of $ 2000 per annum for the time you shall be employed by the Navy Department, to be paid Monthly.

You will employ only such men for the

the crew of the vessel as may be absolutely necessary for your purposes, and the Navy Department will furnish more men when you require them.

You will please be particular in the construction of this Propeller that no mistake be made and see that it be well provided, according to Contract in all respects, for immediate action in the service intended, of which you have been informed.

Respectfully
Jno. A. Dahlgren
Lieut
Ordnance

P. D. Villeroi
4. Dec — 1861
Bill sends for
appl. for Leave

Rec'd 5 Dec
C. N. W. R.

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Commodore Joseph Smith
Bureau of Yards & Docks
Sir

Will you
have the goodness to certify to the
correctness of enclosed bill, and
inform me where in Philadelphia
I can make application for
payment and oblige
Very Respectfully
Yr obt Servt
D. Villeroi

Philadelphia Dec
No Pine St

Considering the Kind of
Service, and that the men
must be picked men, their
wages will be placed at $24
with an addition of $16 per
month for board and lodging
They will receive no clothes

no advance of wages but
instead a bounty of $10
each - In the marine
sailors ~~are~~ always lodged
& fed, but the department
observes the difference in this
kind of service, and also
the fact that it is difficult
to find men to engage as
it did that inducements
must be held out to them.

Very Respectfully
Yr obt Servt

D. J. Morris

U. S. Navy Department

appropriation

To Boutin de Villeroi & Co

1861		
Novemb. 30	For services of crew for Sub-marine Propeller under Contract with Mr. Thomas dated 1st November 1861 Henry Lambert at the rate of forty dollars per month -	$40.
	John Lambert	40
	Rode Alexander	40
	John Franc	40
		$160
	Bounty $10 each	40
		$200.

Bureau of Yards & Docks.
5 December 1861.

Thomas Martin
Philadelphia

Enclose approved bills for services of four operatives on the Sub-marine Propeller under your Contract — also an agreement to serve, with the oath of allegiance to be subscribed before a Magistrate authorized to administer oaths — The oath of allegiance is to administered to M de Villeroi also, as an employé of the Government

You will not

not delivering the bills before the agreement is signed and the oaths administered - these conditions being complied with, the bills after you have certified to their correctness may be presented to the Treasury Agent at Philadelphia, who will draw on the Bureau for funds to pay them.

Respectfully
Yr. Ob. Servt.
Jos. Smith

Rec.d 10 Dec.

Philadelphia
December 7th 1861

Sir

As inventor of the Propeller and Superintendant of its construction it becomes my duty to submit some observations in the interest of this extraordinary work, in the contract for which it would have been well to have consulted me.

At this moment the Boat is almost entirely finished, and the Contractor has hastened it with all possible despatch, but the forms differ so much from ordinary constructions, that it was scarcely possible for him to appreciate fully the question of the time requisite for the work. The hull being almost entirely finished it would be proper and even essential to take a suitable time for the completion of the delicate pieces of the interior; for in a work of this importance the success of the operations and even the lives of the men ought not to be risked for want of a few days more than the contract calls for. which might be the effect of hurrying the work on the details which require the greatest ca

I therefore beg you to grant me fifteen
or twenty days more, and on my part
I shall neglect nothing in every kind
of improvements which may assist us
producing a full success.

Very Respectfully
Yr Obt Servt
B De Bellevue

Commodore Joseph Smith Jr Martin Thum
Chief of Bureau of Yards & Docks U. S. Navy.

N B. I have engaged the services
of five more men to commence from
the first of December and among the
nine thus engaged have four of
my old crew.

Bureau of Chiefs & Seconds.
9 December 1861.

Thomas. Clarton
Philadelphia Pa.

Your Contract for the delivery of the Sub-marine Propeller, ready for service in all respects, expires to-morrow.

Please state if the vessel will then be ready, as the Department must arrange for removing her to the field of action.

Respectfully
Yr. Obt. Servt.
Jos. Smith

Bureau of Yards & Docks.
11 December 1861.

De Villeroi P.
Philadelphia - Pa

Your letter of the 7th inst. has been received.

The contract for the completion of the Propeller expires to-day. Upon the representation of the Contractor, Chief Thomas, of the causes of delay, fifteen days extension of the time for the completion of the vessel has been granted, within which time it must be ready. That you were not consulted as to the time for constructing the vessel is no fault of mine.

Why do you want more men before the propeller is ready?

I presume you do not propose to pay all your men alike, but according to their ability and efficiency. No further bounty can be allowed.

Respectfully
Your obt. Servt
Gideon Welles

127.

Bureau of Yards & Docks.
11 December 1861.

Thomas Martin
Washington D.C.

Your contract for Submaine Propeller expires to day. Upon your statement that the failure in the manufacture of some of the parts of the vessel caused the delay, fifteen days extension is hereby granted for its completion.

Respectfully
Your Obt Servt
Wm Smith

For Memorandum to this letter see page (141)

Rec'd 21 Dec

C. N. W. 94

Phila Dec. 20. 1861

Commodore Joseph Smith
Chief of Bureau &c
Dear Sir

In view of the threatened trouble with England, would it not be well to build four or five more of Villeroi's submarines? The expense would be a trifle, compared with possessing the means of clearing our ports and bays of blockaders.

Mr. de Villeroi has put his invention in writing, and I have read it and sealed it up, as provided in the contract, and signed the Certificate. I have no doubt of its success.

With great respect
Your ob't
H. L. Stevens

Dist. N. L.
Philadelphia
Penna

Bureau of Yards & Docks
21 December 1861.

I have yours of the 21st instant. The Navy Dept. will not order any more of Mr de Villeroi's Submarine Propellers till after the one now contracted for shall have been tried. If it performs all that the inventor sets forth no doubt more will be required.

I presume you translated the description of Mr de Villeroi's secret, and certified that it truly describes the invention.

Yours respectfully
Jos. Smith

C. N. W. A. 99

Phila 2 Dec. 22. 1861

Commodore Joseph Smith
Chief of Bureau &c &c &c
Dear Sir

Your communication of yesterday is rec'd. The suggestion as to multiplying the Propellers was my own. I had not seen the parties. I felt, as a citizen, that such a means of protection to our inland waters would be very effective, in the contingency of a war with England.

The statement of M. de Villeroi is sensible and complete. I do not recollect whether it is translated, I know that the original is in French; for I went over it carefully and minutely, and was satisfied. but I do not recollect whether a translation accompanied it; and as it is sealed up, I am unable to say.

I rec'd your telegraph this afternoon, and sent for Mr Thomas. As soon the Propeller is on the point of being finished it will be done in a day or two: but he is very explicit on the subject of towing it by sea; He thinks it cannot be done; but that there is no risk in taking it

by the way of the Canal & Chesapeake Bay.
I certainly think it is the most judicious
mode of getting it to the parties desired,
unless it could be taken on board
at Brooklyn.

Mr Thomas will call
on you on Thursday.

The sealed packages,
with my certificate, are in my desk
proof, ready to be forwarded when
requested. They have not been out of my possession

Respectfully
Yours &c &c
W. L. Hart

Rec'd 30 Dec.

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Phil'a Dec 28. 1861

Commodore Joseph Smith
Chief of Bureau &c &c.
Dear Sir

I have the honor to
enclose to you a communication received
from Mr Schott in reference to the Ericsson
Propeller.

The parties are exceedingly
grieved at the delay: but the causes of
it are so clearly and unanswerably stated
by Mr Schott that I heartily second the
request they desire me to make for a
further extension of the time, for a
fortnight from the date.

I am satisfied that every
thing that could be done, has been done,
in good faith; and that the delay has
been occasioned by causes beyond the control
of the parties. It would be therefore unjust
to claim the forfeiture of the contract upon
a delay of that character. Mr Thomas,
as well as the Messrs Schott, and also
Mr. Delamater of his assistants, have
been, daily and nightly, actively engaged
on the work; and nothing but the

difficulties, attendant upon a heavy and
laborious mechanical work, could have stood
in the way of their energy and industry.

Mr Thomas' health has
actually been impaired by his constant
attention to the work; otherwise he would
have visited you, in person, on Thursday
as he expected and promised: but
he says that he will start as early
next week as his health will permit.

I trust that with this
explanation you will cheerfully grant
the extension of time asked for. The
parties confidently hope that the work
will be completed by this day
week, and it is their purpose, as it
their interest, to close it as quickly
as possible, but to avoid all appre-
hension of any further application for
time they name a fortnight as the
most remote time possible.

With great respect
Your most obt. servt
W L Ainsl

C. N. W. R.

Philadelphia Dec 28th 1861

Dear Sir

In reply to your interrogatory "how soon will the Submarine propellers be ready for transportation?" I beg leave to state: that with the exception of brief visits to Washington in relation to the Billeroi Plans I have devoted my time daily to a general supervision of the construction, having explained to the workmen all the plans & drawings for Mr de Billeroi, & having used every exertion to push on the work to a speedy completion. Unforseen accidents, as well as the modifications introduced by the inventor have somewhat retarded it: pieces of iron injured by the fire or working have been rejected, and some portions of the details from the workmen not knowing what they were making (owing to the secrecy observed.) had to be thrown aside and made over. We were obliged to have recourse to another establishment for the propellers, and they caused some delay from the absence of any appropriate machinery, a machine having had to be made expressly for their construction.

I am instructed by Mr de Billeroi to say that every thing is now made, & there only remains the assemblage of the pieces, & the placing of the machinery and apparatus which requires little time. But there is one thing, perhaps not contemplated in the contract, which he considers indispensable, viz the painting of the interior white

to aid in furnishing light, - & the exterior dark green to protect from the action of the water, & to make it comparatively undistinguishable when he may require to rise to the surface. While the paint is drying Mr de Villeroi desires to go to New York to procure divers. I understand from him that he has now completed his crew with this exception, having been obliged to secure when he could not only picked men, but those of undoubted loyalty & courage; but he could not obtain any professional divers here, & having been occupied day and night without intermission in his labors he has been unable to leave the city.

There is one consideration which requires the serious attention of the Department, - the risk incurred by a hasty transportation of the boat without previous trial. It ought to be tested in order that any defects might be remedied before she leaves the docks of the contractors.

I have no hesitation in stating that no pains or expense have been spared in the construction. Every thing is of the best material & workmanship, & as far as I can judge promises perfect success. Still as new improvements have been introduced it is possible that a trial might develope some fault which could be corrected here forthwith - further opportunity discovered subsequently.

I remain Very Respectfully
Your Obt Servt
Guy Bryan Scott

To

Wm H. Hurst Esquire.

rec'd 3d. Jan
C. N. W. No. 1

Philadelphia, December 29th 1861.

Commodor Joseph Smith

Sir.

I have the honor to send you the list of the new men of my equipage.

According to your instructions I have delayed their engagement as long as possible; but I could not leave to the last day to complete the number, as the men I need are scarce and must be taken as soon as they are found. Too many persons of high standing in the present circumstances give the example of treason and insubordination, to be prudent to trust the first comer among sailors. Consequently my crew is entirely composed of French. Not because they are better than others in other respect; but I am sure of their fidelity and obedience. Moreover they learn during the construction to get familiar with the pieces, which they have to manoeuvre afterwards. And even after the workmen have left and on Sundays they help me to prepare the work for the next day. I only want the divers; but

C. N. W. R.

1er December	hornet Louis	Hornet Louis
	Voyer Louis	Voyer Louis
	Panze jean	Panze Jean
	Delavaux alfred	Delavaux Alfred
	Coblantz emile	Coblentz Emile
10 December	De carpentier	De Carpentier
	Porte antoine	Porte Antoine
	Paulin Denis	Paulin Denis
	germain george	Germain George
	Sioux français	Sioux français
20 December	Monier Baptiste	Monier Baptiste
	Laurent français	Laurent Français
	Megard pierre	Megard Pierre

they are difficult to find at this season. I am obliged to go to New-York for that, whilst the vessel is being painted inside and outside, after verification.

As to the bounty, if you can not grant anything under that name, it is possible to pass that miserable small sum of ten dollars under the title of recruiting and travelling expenses. Reliable men of good conduct who devote themselves to an exceptional service for the national cause deserve well some little favor.

If the contractor had been willing to pay more liberally to have the work done on Sundays or in the night as it is done at present in the workshop for other kinds of work, there would have been no delay. As to me I work day and night at the plans and surveying a good execution.

I have the honor to be

Respectfully

Yours

very humble servant

Du Pillerau

In the account of my salary for November there was a little mistake in numbers. The twelfth part of $2000 is 166,66 instead of 164,40 which was put down.

I think Sir it is convenient that our correspondence be direct. I am your engineer and not that of a contractor.

Following is my address:

De Villeroi #: 1325 Pine street. Philadelphia.

De Villeroi & D.
No 1325 Pine St.
Philadelphia

Bureau of Yards & Docks.
3d January 1862.

Your letter of the 29th ultimo has been received.

I am happy to correspond with you, but in the matter of the Contract the Department knows no one but Chief Thomas. There is no authority for paying bounty to the crew of the vessel. You can get your dues if the Contractor authorizes it. The Department notified Chief Thomas that inasmuch as the completion of the vessel has been delayed so long beyond the time agreed upon, the vessel would not be received and paid for, until she shall have been tested.

Your salary for November was computed according to the regulations of the Treasury, at so much for the month of thirty days.

Respectfully
Yr. Ob. Servt
Jos. Smith

Bureau of Yards & Docks.
23 January 1862.

Thomas Martin
Philadelphia, Pa.

Sir: Mr. DeVillevi writes to the Bureau saying that he desires to employ divers. The Department does not object to it, but prefer that the boat should be fitted for use and tested before further expense is incurred.

I enclose blank oath of allegiance in case more men shall be engaged, which the Department will sanction if the vessel is completed within a reasonable time and shall prove satisfactory.

Respectfully
Yr. Ob. Servt
Jos. Smith

Bureau of Yards & Docks.
22. January 1862.

Wm. B
1325 Pine Street
Philadelphia

Your letter of the 18th inst. has been received.

I have approved and enclose herewith your bill for services of yourself and four of the crew of the Propeller for the Month of December, and twenty one days services from the 10th to the 31st December of the thirteen men last engaged. the whole amounting to $612 20/100. The money to pay your November bills was drawn for by the Bureau some weeks ago.

No further payments will be made until the Propeller shall have been completed and tested

The Bureau knows no party but the Contractor so far as the furnishing of the vessel is concerned. and shall look to him to provide all the explosive apparatus to make her complete in all respects. He has been informed that the extended time for completing the vessel has expired and the delay may cause the rejection of the vessel. In no event will she be accepted except upon satisfactory trial.

The charge for the crew of the vessel without performing any service in her is unusual, and will be discontinued. As to the Pilots, the question of their employment and pay will be decided when the vessel is finished ready for service.

Respectfully
Yr. Obt. Servt
Gustavus Fox

rec^d. 21. Jan^y

Philadelphia January 18th 1862

H

Commodore Joseph Smith.

Sir,

The work is at last finished, concerning the pieces. These are now to be united, a work that requires a great deal of precision. I employ partly my men for that, as it is necessary they should understand to put them together and to take them to pieces when the machine will be out of the shop. I am convinced the whole will go well. The work might have been hurried more, if it had been possible to buy many accessaries ready made, which required much time to construct in detail at the factory. But in the end the work is good and solid, notwithstanding some opposition in regard to economy that I had to contend with, for it seems that the patriot-

some of the contractors always sums up in dollars. As to me I hold to the glory of my work and to the success of future operations. I shall not give my certificate untill after the trial of all the pieces connected and after taking the ballast of lead as well as some pieces of platina, which have not yet been furnished to me.

When I suggested my invention and my services to your Government, I did not put any pecuniary condition (see my letter to President Lincoln) and in the debate for the bargain which took place later, I was not even present. With the high intelligence that characterises you, you must have judged that I was a man whom they wished to take advantage of, but it was necessary to put up with it, in order to succeed in serving the cause with which I sympathize.

Now that you have done away with the contractor, the business ought to be between the Government and the inventor.

I have not yet received the check for the month of December for myself and my

first four men. As to the new ones, the list of whom I have had the honor to send you, allow me to ask you whether they all must make their oath of enlisting on the same sheet of paper, or if it needs as many sheets as men. In order to avoid the multitude of dates of their engagements I propose to put all on the 10th of December, this date being the middle between the engagements of the first and the 20th. Thus far I have been obliged to advance the money for their board every week.

I can secure two or three divers, but they ask at least ₣30 a month and board like the others, moreover they wish one month's pay in advance.

Notwithstanding the authority of forming my own crew; I thought it necessary to submit these few questions to your approbation.

The boat moves by means of 18 side-propellers, invisible above the water. It can turn round in a small space and sail backward in case of necessity.

I practice my men for these manoeuvres on dry land. In the end the country will owe to you and to me the first adoption of the most formidable maritime weapon, which is at the same time the most economical in men as well as in money.

Who is to furnish me all the necessaries for the manufacture of the torpedos, with which I should like to occupy myself immediately.

Respectfully

Your

humble servant

De Villeroi

1325 Pine Street Philadelphia

The Enclosed of course made the Boat complete in every respect, I fear the boat will be too late for our wants, The drivers will be held in obedience till the Boat is more

Civil

165

Thomas Martin
Philadelphia Pa.

Bureau of Yards & Docks.
23 January 1862.

The delay in completing the Sub-marine Propeller has extended so far beyond the time stipulated in the Contract, that the Department will be obliged to relinquish the enterprize altogether.

Respectfully
Yr. Obt. Servt.
[illegible]

Bureau of Yards & Docks.
9 January 1862.

Thomas. Martin
Philadelphia

From your last letter I inferred that your Propeller would now be ready but I have not seen you as you proposed. If the Submarine boat is ready in all respects for action the Department may desire to ship her on the "Rhode Island" from the Navy Yard at Philadelphia in three or four days. If she is not ready then, the time for her immediate use will have passed.

The Merrimac is out of dock ready for trial at Norfolk.

Respectfully
Gr. Wolcott
Gr. Smith

Rec'd Jan'y 31. N. Y.

Philada January 29 1862

Commdr Joseph Smith
U S Navy

Sir

Your telegraph despatch arrived 15 day. If it had arrived two hours earlier, I should have answered promptly, "Yes." The propeller, kept by working day & night, and Sundays as well as other days, been pushed forward so as to be taken out of the Shop, finished, drawn down to the wharf and by this morning early preparation was made to launch it. It was almost beyond belief that any thing could happen to prevent the launch, in fact it seemd to all, a certainty, But on inspection and the most careful reflection it was found necessary in order to make the success of the experiment a certainty, to ~~substitute~~ substitute Wings, instead of Birds on the yards or wings, in order to row backwards, the work was immediately put in hand & will be prosecuted night & day until completed.

I cannot but feel satisfied, that if You were an eye witness of the operations,

the improper neglect & attention, the numerous
improvements & nice adjustments, and the
unexpectedly larger expenses of construction,
beslowed upon the vessel, You would feel
that the time & means consumed in making
it perfect, have been as necessary as it is
indispensable to the Government, that the
invention should be a certain success.
Nothing has been left undone, no expense
or attention has been spared, to effect the
result. It is my interest to finish it as
speedily as possible, as every day adds to
the costs. And I need scarcely assure You
that the most perfect good faith has been
observed in the execution of the contract.
I will advise You by Telegraph the
moment the Launch takes place

Very Respy Yours

D Martin Thomas

rec.d 1 Feb C. W. R.

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Philadelphia January 30th 1862.

Commodore Joseph Smith.

Sir,

The submarine boat is finished and if the weather had permitted it, I should have put it in the water on Monday or Tuesday; but I did not think it prudent to expose my propellers to the shock of the ice, which is floating in the Delaware, also it had not been a favorable time to try the different manocores.

In consequence of the contractor having done his business badly, and not having or not seeming to have the smallest sum at his disposal for the things which I need besides the construction, I am waiting yet for the pieces of platina, the compass, the torpedos, ect.

without which I cannot make certain operations, that must ensure the complete success of the systeme.

The constructor has shown much good will for the accessaries in the construction but the chemical galvanic things are too strange to him, to advance the money for them, as he is not himself the contractor.

As soon as the river will be free from ice, which I think will soon be, I shall put the boat in operation. In the meanwhile I shall get it painted.

My crew is complete, except the divers, who for the moment are not indispensible.

Thanking you for the ~~exactness~~ with which you have been so kind as to send me my checks, I beg you to give orders for the payment. I have not yet received a cent for December and my men must live however.

Respectfully

Your humble servant

Da Villeroi

Pine Street 1535

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Bureau of Yard & Docks.
31. January 1862.

Thomas. Martin
Philadelphia

Your letter of the 29th instant has been received.

If the boat is not ready to go on the Rhode Island, the Department will not receive her afterwards probably.

Respectfully
Yr. obt. Servt
Joy Smith