

EIBSON PEACOCK. Editor.

OUR WHOIN COUNTRY.

F. L. FETHERSTON. Publisher.

VOLUME XX.---NO. 205.

PHILADELPHIA, TUESDAY, DECEMBER 4, 1866.—TRIPLE SHELT.

Report of the Secretary of the Navy.

NAVY DEPARTMENT, December 3, 1866. SIB: I have the honor to present the annual report of the condition and coeration of this department and of the navy during the year. The reduction of the naval force at home and the establishment and re-enforcement of the squadrons abroad, with the repairing and placing in efficient condition the vessels and, machinery which had become worn and defective by long and constant hard mount importance in the administration of naval affairs since my lasi annual report :

When the war terminated, which had deweloped the energies and the resources of the country, and so stimulated the activity and inventive powers of our countrymen as to have given extraordinary efficiency to the navy, this department became relieved of some of the labor and much of the responsibility which for four years had commanded its unremitting attention. But to reduce the immense armament which the exigencies o the period and the power of the governmen had called into existence, to discontinue the blockading squadrons, to dispose of the large number of captured and purchased vessel which had been used for war purposes, to discharge and retire the volunteers from service, to suspend the work which had been commenced for increasing the navy, to contract within proper limits our naval force, which, during the war, had assumed a magnitude that gave us foremost rank among naval powers, while yet placing our navy upon a substantial but economical peace establishment, involved no incon-siderable amount of labor and responsibility, as well as of judgment and discrimination While these reductions from the war standard have continued to occupy the attention and the efforts of this department during the year, it has also been vigilant to

organize and re-establish efficient squadrons abroad, and for the protection of American rights, to have one or more of our vessels visit every important point which our com-merce has penetrated. Not until after the fall of Fort Fisher. did

the department spare any labor or effort to strengthen and increase our naval power; but down to that period it was pressing for-ward with the same energy and determina-tion in the construction of additional vessels and machinery, and in procuring additional ordnance supplies and munitions, as during any period of the war.

The possession of the Mississippi river and its tributaries had justified the diminution of the naval force which was made on our internal waters at an earlier period, although an efficient and well-organized squadron continued to patrol those rivers antil the rebellion was wholly suppressed. At the close of the war the government had at its command an immense navy.composed partly of vessels built for fighting pur-poses, and partly of vessels which had been captured or were purchased from the com-mercial marine and armed for the service. Contracts for new vessels which had been commenced, and for engines which are in the course of construction, must necessarily go forward to completion; but as far as has been practicable, all such work in the navy sewhere has been At the earliest moment consistent with the public interest, most of the captured and nurchased vessels were sold and returned purchased vessels were sold and returned to the merchant service, from which they had been originally procured. They thus, after having been used to suppress the re-bellion, are contributing in a measure to-wards, re-establishing commercial and social relations among the States which had been expendent computer built. been arrayed in conflict. Some naval-built steamers, hastily constructed for war purposes, which there was no object in further retaining, have also, from time to time as opportunity presented, been put in the market and sold to advantage. In the manner and by these means our large nav has been reduced and brought withi the limits of a proper peace establishmen The naval stations which were established at various points on the southern coast to promote the efficiency of the blockade have been discontinued, and the supplies which were on hand when the blockade was raised and the squadrons were withdrawn have been sold or transferred elsewhere, as the public interest required. The reduction of these stations has been effected as economi -cally and with as little waste as was possible Prudence required that a naval force should continue for a period to line out coast, in order to prevent any renewal of hostilities, or any further infraction of the laws. Happily no contingency has arisen calling for naval interposition, and it is a subject of congratulation that since the sursubject of congratulation that since the sur-render of the armies and the termination of the blackade, tranquillity has pervaded the States which were in rebellion. The people lately in insurrection have peacefully sub-mitted to the result of the war ac-coepted, its legal consequences, acquiesced in the decision against secession, and ac-knowledged their allegiance to the Consti-rutions and covernment of the Union. Some rution and government of the Union. Some discontent has been exhibited in conse quence of the attempts to impose upon this portion of our countrymen, since their subission, terms which are regarded as in the Interior as in the are regarded as in the nature of ex post facto laws, and to enforce on the States, as a condition precedent to their resumption of their rights under the Constitution, the adoption of an amend-ment to that instrument, in the preparation and presentment of which they had no yoice or representation, and which, if incorporated into the organic law is conceded as change into the organic law, is conceded as chang-ing in essential respects the character of the Government. That they and others should object to and oppose such a measure is not surprising. So far as they are concerned it conflicts with the acknowledged truth that exprement derives its just no wares from the government derives its just powers from the consent of the governed, and it conflicts equally with the method prescribed by the Constitution for the initiation and submis-sion to the States of all amendments to the fundamental law. Yet never, perhaps, in the annals of the world, have the inhabitants of such an extent of country, pre-viously accustomed to self-government, so soon and so generally submitted to the re-sults brought upon them by defeat. Interperate language has been uttered by violent and inconsiderate partisans, but peaceable acquiescence has generally prevailed for the last eighteen months through the South. A domestic disturbance of a local character having its origin in a controversy concern ing the State government, broke into a la. mentable riot at New Orleans, which was speedily suppressed without assistance from the naval vessels which were in front of the city, and ready to render aid if required. There was not then, nor has there been in any quarter, resistance to the federal authority; nor have there been any of the anticipated outbreaks such as in other countries have followed the disband ing of great armies, and which it was apprehended might require not only military but naval force to overcome. The rebellion peing suppressed, and the cause or pretext

no obstacle to the re-establishment of the Union and the restoration of fraternal relations, save the passions and resentments in cident to a civil war. Gradually our hom squadrons have been diminished and finally wholly withdrawn, except a force which has been and is maintained in the Gulf with reference as much to foreign as domestic af fairs.

which led to it extinguished, there has been

and the second second

GENERAL EXHIBIT OF THE NAVY. The total number of vessels in the navy at this time is two hundred and seventy-eight, armed with two thousand three hundred and fifty one guns. Of these, there are in commission and on active duty one hun-dred and fifteen vessels, carrying one thousand and twenty-nine guns. The following general exhibit gives in detail a statement of the character and condition of the naval force: No. Guns

Vessels in squadron service, -Vessels on special service, . 9 essels on service at home stations, including receiving ships, Naval Academy, navy yard duty, &c., - 37

252

1.029

147

749

Total number of vessels in commission, Iron-clad vessels laid up, - 115 -54 Iron-clad vessels not completed 7 Steam vessels not completed, - 19 Sailing vessels not completed (old line of battle ships), 2

Wooden vessels laid up, repair-ing, fitting for sea, and for sale 81

Total number of vessels & guns, 278 2,351 The total number of seamen in the naval and coast survey service is about 13,600 men. THE SQUADBONS.

In the spring of 1865, measures were taken, while reducing our naval force and disbanding our blockading fleets, to re-establish our foreign squadrons, which had been re-called in the spring of 1861. For four years our commercial interests had necessarily been left almost without other protection than such as could be rendered by a few isolated cruisers, which represented us at remote points. But the display of the flag of the Union in foreign ports and on distant seas, even at long intervals, by a roving man-of-war, was an admonition of the naval power of the republic, which though employed for the time in alding to suppress domestic difficulties, it was well understood would be prompt and efficient in vindicating the rights and interests of our countrymen Before the close of the year in which the rebellion was suppressed, our foreign squad-rons were re-established, and the admirals in command on their respective stations. These squadrons have been from time to time augmented, and, with a degree of ac-tivity and energy never before exhibited, have, by one or more of their vessels, during the year visited nearly every principal port of the world. The views of the department enjoining activity, and the exhibition of the flag of our navy wherever our commerce penetrated, have been faithfully observed, and the reappearance of our men-of-war has been welcomed, not only by our coun-

trynes, but by the people of every nation which they have visited. EUBOPEAN SQUADBON.

The restrictions imposed upon American armed ships during the rebellion, by the great maritime powers of Southern Europe, virtually excluded our naval vessels from the ports of those countries. When Rear-Admiral Goldsborough received his orders, these restrictions had not been removed and, avoiding for the time the ports and countries from which our men-of-war had been excluded, he established his headquar-

n all those quarters. The large emigration to our shores from Germany and Northern Europe rendered it important that special attention should be directed to that quarter. Early in the spring the department had made preparations to send out the turreted iron-dad Miantono-moh, accompanied by the steamer Augusta, to join the European accorder to join the European squadron. Befor these vessels were ready to sail, Congres passed the resolution approved May 16, 1866, greeting the Emperor, and congratulating the people of Russia on the escape of his Imperial Majesty from assassination. A request that the President should forward a copy of this resolution to the Empeor, followed by the authorized appointment of an additional Assistant Secretary of the Navy for six months, led to the designation of Assist-ant Secretary G. V. Fox to bear to his Imperial Majesty the resolution of Congress. He was authorized to take passage in the Mian tonomoh, which vessel, with her companion

the Augusta, was directed, before reportin to Rear-Admiral Goldsborough, to procee porting to Cronstadt to carry out the purpose of Congress. In compliance with these orders vessels have visited the Baltic, and those have also entered the principal ports from Cronstadt to Lisbon, including the capitals of Sweden and Denmark. The reception of this force wherever it

has appeared, and especially in Russia, where all classes were impressed with the friendly sympathy evinced by our govern-mernment toward the Emperor and people. of a most flattering character. Assistant Secretary and the officers of the navy were welcomed with festiof the navy were welcomed with festi-vities and extraordinary courtesy and attention for a succession of days not only at St. Petersburg, but at Mosw, and throughout the empire, and warm friendship was everywhere manifested for

our country and people. Great courtesy has been shown the squadron in the ports of those countries from which our men-of-war had for several years been excluded, and every facility has been extended in their dockyards and elsewhere for the accommodation and repairs of any of our vessels.

Contagious disease has prevailed at many places which our vessels could not visit un-less required to do so by absolute necessity. In order that the activity and service of this and all squadrons may be known and appreciated, an enumeration of the ports which they have respectively visited is givén.

During the year the flag of the navy has been shown at Queenstown, Kingston, Bel-iast, Liverpool, Swansea, Falmouth, Ports-month, Southampton, Plymouth, Sheer-ness, Spithead, Chatham, and other points in Great Britain; Marseilles, Toulon, Brest, Charbourg, LiOvient, Beachert, Lormont in Great Britain; Marseilles, Toulon, Brest, Cherbourg, L'Orient, Rochefort, Lormont near Bordeaux, and Villa Franca, in France; Barcelona, Malaga, Carthagena, Corunna, Valencia, Gibraitar, Terragona, Cadiz, Ferrol, Port Mahon, Vigo, and other ports in Spain; Lisbon and Opotto, in Por-tugal; Messina, Palerno, and Syracuse, in Sicily; Naples, Spezzia, Leghorn, and Civita Vecchia, in Italy; Milo, Athens, and Pirzus, in Greece: Constantinople and the islands of Candia and Cyprus, in the Turkish dominions; Syria, Beyrout, Trieste, Venice, Alexandria, Tripoli, Tunis, Algiers, Tangiers, Antwerp, Kiel, Hamburg, Flush-ing, Nieuwe-Diep, Sierra Leone, Monrovia, the Cape de Verd Islands, the Canaries, the

and friendly relations have been cultivated | Prince of Nagote towards the government of the Tycoon and the existence of war be tween them. He met with none, however and the passage was made quietly, without holding communication with the citizens o the disaffected province, in accordance with bis determination announced to the governor of Nagasaki before departing from that port This pass is an important one to the commerce of the United States, and the passag of our vessels through it, during a season of hostility, indicates that there is a disposition on the part of the people of Japan to recip

rocate the kind feelings which we entertain towards them and to respect our flag. The manifestations of the Japanese towards Americans have been more friendly than to any other nation. While Europeans were excluded from intercourse with them, they entered into treaties with the United States and opened their ports to our trade. It is important in every point of view that these amicable reations should be cultivated and sustained and that there should be no aggressive act on our part to interrupt or disturb them. In the not distant future it will be of importance to this country to secure the com merce of Japan, and we should not permit ourselves to become complicated in the conoversies of other powers with this peculiar

people. Such is the policy of this department. The Shenandoah on her way to the Asiatic Coast visited many points, after leaving the Cape of Good Hope, unfrequented by ves-sels of the United States Navy. The intersels of the United States Navy. The inter course between the officers and the autho pleasant. While at Tamatav, in the island of Madagascar, Captain Goldsborough, in company with the United States consul and a large number of officers of the Shenandoah, made an official visit to the governor of the province, by whom, surrounded by his counsellors, he was received in the council chamber. The governor expressed his gratification and pleasure in seeing an American vessel-ofwar for the first time in a port of Madagas-car, and offered any assistance in his power which the vessel might require. The treat-ment received from the natives was most

kind and hospitable. Proceeding up the Arabian sea the She-Indocah anchored in the cove of Muscat on the 15th of September last, where she remained until the 18th. Immediately on the arrival of the vessel an officer came on board with the compliments of the Iman, to extend wel-come to the port, to offer the facilities of the come to the port, to oner the factures of the place, and to express the desire of his High-ness to exchange the customary courtesies. A salute of twenty-one guns was fired by the Shenandoah, and promptly returned. The commanding officer and others of the record called on the Imag who supromuded vessel called on the Iman, who, surrounded by the governor of the province, the coun-cillors of state and several military officers, eceived them in a dignified manner. The Iman was particular in his inquiries as to the health of the President and the people of the United States, with whom he hoped to be always on terms of peace. There are no American residents at this place, but our commerce, which we desire to encourage and extend to every sea, was not absent from this distant quarter, there being two vessels at the time belonging to our countrymen waiting cargoes in the cove of

tions were early in such train of adjustment that no necessity arose requiring the presence of a naval force on the fishing banks, other threatentions were ing questions were also quietly disposed of. During the summer, Admiral Palmer visited Balifax in the steamer Rhode Island, and the Wincoski in June and July made a cruise among the fishing fleets in the Gulf of St. Lawtence. Our citizens engaged in the fisheries were found pursuing their avocation quietly, and good feeling between them and their neighbors prevailed. The intercourse between the officers of our service and the authorities at the British ports visited was most friendly, and the former were the recipients of graiifying attentions,

The vessels on the West India station were instructed to exercise vigilance in de tecting slavers and preventing the slave trade, provided any lingering remains of that nefarious traffic still existed. But no captures have been made, and it is to be hoped this infamous trade is extingnished SOUTH ATLANTIC SQUADBON.

The South Atlantic squadron, which em braces the southeastern coast of South America, and the west coast of Africa from the Cape of Good Hope to St. Paul de Loan do, is commanded, as at the date of the last annual report, by Rear Admiral Godon.

guns. Brooklyn,flagship, 21 Nipsic, - - - -Juniata, - - 15 Shawmut, - - -Shamokin, - 10 Wasp, - - guns 9 Onward. - - -Kanses, - - 9 Onward, - - - 3 The versels of this squadron have, during he year, visited Rio de Janeiro, Bahia, St. Catharine's, Ceara, Maranham, Per-bambuco and Santos, in Brazil; Catharine's, Ceara, Maranham, Per-nambuco and Santos, in Brazil; Buenos Ayres and Rosario, in the Argentine Republic; Montevideo, Colonia, and Pasandre, two hundred miles up the Uruguay river, in Uruguay; Concepcion, in Paraguay; St. Paul de Loando, Benguela, Little and Great Fish bays, and other points on the coast of Africa, the Falkland islands and St. Helena.

and St. Helena. The duties of this command have been faithfully and promptly performed, without any extraordinary incident to record. The re-establishment of the squadron in that luarter has been productive of riendly and beneficial intercourse െറി between the officers and seamen of our ser-vice and those of other powers in whose waters our vessels have appeared. Rio de Janeiro has been selected as the headquarters of the squadron, and at St. Paul de Loando, which is now embraced within its limits, a joint depot of stores and supplies for the South Atlantic and European squadrons has been established. It is believed that so far as the former squadron, particu larly, is concerned, the arrangement will be productive of economy, and that advantage s to flow from embracing a portion of the is to flow from embracing a portion of the southwest coast of Africa and the east coast of South America in one squadron. The saving of fuel—one of the most costly arti-cles on our foreign stations—is a subject worthy of the closest attention, and is one of the objects which the department had in view in fixing the present limits of the squadrons. A vessel taking its departure from some point on the southeast coast of South America can run before the wind, over to the African coast, follow that coast under sleam to the depot at St. Paul, and then take The Juniata arrived at Rio on the 16th of September, having made a successful cruise to the southwest coast of Africa. The in-formation obtained by her goes far to confirm the impressions that the maintenance of a permanent squadron on the African coest will no longer be required. But one slaver had been fitted out on the southern coast of Africa within the past year, and she had been captured on the coast of Cuba with her cargo. It was the opinion of prominent officials at Loando, including the French admiral on that station, that the slave trade had expired, and that this blot on civiliza-tion had become at last a matter of history. In assigning to the European and South Atlantic squadrons the duties heretofor performed by what was known and main-tained as the African squadron, that distinct organization has been dispensed with, and be service is more economically performe The prevailing war between the allied powers of Brazil, Uruguay and the Argentine Republic and Paraguay has rendered advissble to keep one or more vessels in the vicinity of the La Plata. The fleg-ship has been most of the time in that locality, and American citizens and interests have reeived due care and attention, aid and en couragement being always near at hand and ready to be extended in their behalf. In April last Rear Admiral Godon ascended the Uruguay river as far as Pasan-dre, some two hundred miles above Monte-NORTH PACIFIC SQUADRON. The extensive limits of the Pacific squadron, and the important and rapidly increas-ing American interests on the western coast of this continent, which require to be pro-tected, rendered a division of the naval force advisable. By this division, the North Pacific squadron was made to embrace the coast of North America and the Sandwich Islands, and was placed under the com-mand of Rear Admiral Thatcher. This officer holsted his flag at San Francisco on the 6th day of August, 1866. The following vessels have been allotted to this squad-

with approximate correctness the geographical position and actual extent of many of the dangers which are now imperfectly stated. The cruising vessels of this squadron, when not on special service, instead of avoiding these reported but doubtful and ill-defined dangers, will make it their duty to ascertain, by actual observation and search, the exact facts in regard to them, and report full particulars to the department. SOUTH PACIFIC SQUADRON.

THREE CENTS

The South Pacific squadron extends from Panama to Cape Horn, and includes within its limits Australia. This squadron is under is limits Australia. This squarron is under command of Rear Admiral Pearson, who, until the division of the squadron, had charge of the entire force in the Pacific ocean. He is to be relieved by Rear-Admiral Dahlgren, who sailed from New York on the 1st instant. The vessels composing the squadron are the following: Guns.

Guns. Powbatan, (flag-ship, - 22] Dacotan, Tuscarora, - 10] Farallones, -Wateree, - 10] Fredonia, -

Wateree, - 10 Fredonia, - 4 The Lancaster, recently attached to this squadron, is on her return to the United squadron, is on her return to the United States. The following points have been visited during the year: Valparaiso, C.2llao, and the commercial ports between those points; the Chincha Islands, Payta, Guaya-quil, Panama, and the Straits of Magellan. Events transpiring on the coast of Peru and thile have rendered the presence of the proster part of the Decife agreed on the presence of the greater part of the Pacific squadron necessary in that vicinity. In the absence of Rear-Admiral Pearson on a cruise to the Sandwich Islands, war was declared and entered into between these powers and Spain. Information of this fact was despatched to Rear-Admiral Pearson, with order to pro-ceed without loss of time to Peru and Chile. These did not reach him until his return to San Francisco. With as little delay as pos-sible he proceeded to execute the orders he received, but before he arrived at Valparaiso the Spanish fleet had bombarded the city,

In anticipation of active hostilities be-tween Spain and the southern republics, whereby American interests, and especially the shipping interest at the Chincha Islands, might be put in jeopardy, the department had taken, the preceding autumn, measures for re-enforcing our squadron in the Pacific by sending thither a special force, consist-ing of the turretted iron-clad Monadnock and the steamers Vanderbilt, Tuscarora and Powhatan, under the command of Commodore John Redgers. This officer reached Valparaiso previous to the bombardment of that city, and apprehending the views of the department, remained on that station for the protection of our countrymen until the arrival of Rear-Admiral Pearson. The appearance of so distinguished a commander, with a formidable squadron, on the eve of so important an occasion and in the absence of Rear-Admiral Pearson, was opportune and fortunate.

and fortunate. The course pursued by Commodore Rodgers in protecting American interects, and in observing and preserving neutrality in the harbor, met with approval. What-ever may have been his opinions or feel-ings as regards the course which the Spanish admiral thought proper to pursue, he was not required to interpose his force against or for either party. As the armed representative of this government, which was on friendly terms with each of the belligerents, it became his duty, even while endeavoring to mitigate the harsh severi-ties of war, to maintain a strict neutrality. His friendly offices in the cause of humanify were manifested so long as they could be effective, but the officers of other neutral powers having dcolined to units in any decided steps to protect the city, no al-ternative remained for him to pursue, consistently with the position of this govern-ment towards the parties, than that which he adopted. After the bombardment of Valparaiso, which took place on the 31st of March, the Sdanish fleet retired from before the city ard proceeded to Callao. Rear Admiral Pearson, who reached Valparaiso on the 17th of April, also proceeded to Callao, and was present during the attack on the deences of that port on the 2d day of May. No occasion was presented for him to de part from the neutral position which had been taken, and which has been strictly oberved throughout the contest, towards these belligerents.

ters at Lisbon. This squadron, which is still commanded by Rear-Admiral Goldsborough, is compused of the following vessels :

88	Guns.	Gun
he	Colorado, flag-ship, 48 Canandaigua,	-
	Ticonderoga, -11 Frolic,	_
1is	Augusta, - 10 Miantonomoh,	-
vУ	Swatara 20 Guard	-
in	Shamrock, 10 Ino,	
nt.	Shamrook, Itino,	

The limits of this squadrom embrace the Mediterranean, the western coast of Europe, and Africa as far south as St. Paul de Lo ando. Great activity has been exhibited by most of the vessels, some of which have visited the principal ports of the Baltic and the Mediterranean, as well as those on the Atlantic, Except when important public interests or some unavoidable circumstance has rendered their presence in port indis-pensable, the ships have been almost constantly cruising. In pursuance of the sys-tem of active operations adopted by the de-partment when re-establishing the foreign equations, lengthy anchorages and cruising collectively have been avoided.

These naval representatives of our country were warmly welcomed by the differen nationalities, and more extended commer cial and friendly intercourse was invited The appearance of our naval vessels gave confidence, wherever they went, and en-couragement to the immense emigration which, like an irresistible current, flows withincreasing volume westward, especially from Northern Europe. On the decks of one or more of the vessels

of this squadron the sovereigns, or some re-presentative of the reigning families, and the people, of most of the maritime powers of Europe have, during the year, received and interchanged courtesies with our officers. All expressed their gratification with the reappearance of our flag in their waters, and extended their congratulations on the return

of peace and the retoration of the Union. When the usual tranquillity of any of those countries has been disturbed by wars and revolutions, the appearance of our flag has imparted security to our citizens there lo-cated. In the early part of the year the disturbed condition of Spain, and during the summer the war between Austria and Prussia and Italy, excited lively interest. An ample force during those periods was maintained on the Spanish coast, and the German ports were visited. When agitations and revolutions ceased in one quarter, and peace was restored in the other, the active movements of the squadron were resumed.

The Ticonderoga passed the Dardarelles and went up to the capital of Turkey on the 7th of September. The anchorage of a man-of-war of her dimensions in the Busphorus, before the palace of the Sultan, had not been permitted to the naval vessels of any other power since the treaty of 1856. The officers were received by the Sultan and officers were received by the Sultan and people in the most cordial manner, and the vessel was visited by the grand vizier, his minister of foreign affairs and others of his cabinet, and by the members of the diploma-ticcorps at Constantinople. On her arrival at Tripol on the 18th of October she was re-ceived with marked courtesy by his High-mess Prince Pasha and the officials in the place. Our count there reports that the place. Our consul there reports that the visit had a most happy effect, none of our men-of-war having visited the place for several years. The shores of Greece, the Syrian coast, the

Barbary States, and the settlements on the northwest coast of Africa accessible to our ships-of war, have received due attention,

the Cape de Verd Islands, the Canaries, the Azoies, Porto Praya, St. Iago, the ports on the Elbe and Weser, in Germany, and many thers of lesser note.

ASLATIC SQUADBON.

The Asiatic squadron embraces the eastern coast of Africa and Asia, and the islands which stud the seas and ocean eastward of the Cape of Good Hope. The squadron is commanded by Rear Admiral H. H. Bell, who reached Batavia, within the limits of s command, on the 28th of December, 1865. The vessels of the squadron are-

The vessels of the squadron are-Guns.; Guns. Hartford, flagship, 23 Shenandoah, - 9 Wachusett, - - 10 Wyoming, - - 7 Monocacy, - - 10 Supply, - - 6 Ashuelot, - - 10 Relief, - - 3 All the open ports of China, including some which no American man-of-war had ever entered, have been visited by the ves-scla of this somedron Bear. Admired Ball sels of this squadron. Rear-Admiral Bell in April proceeded to Canton, where he had a friendly reception and an agreeable inter-view with the governor general of the Quantung provinces. The disposition manifested toward our country and countrymen was of a gratifying character. Unlike the great maritime nations of Europe, the Chinese government and people gave no encourage-ment or recognition to the rebels in their

ar upon the Union. American residents in that distant quarship, Osccola, ter of the globe have not been interfered with in their legal pursuits, or molested by the natives, save in a single instance. The exception was that of the United States Consul at New Chwang, who was assaulted by a party of dissolute characters. The Nachusett was despatched in June to that vacuuset was despaced in June to that port for the purpose of securing the arrest and punishment of the parties who were engaged in the outrage. By the considerate, yet determined course of Commander Townsend, the trial of eight of them was ecured and conviction followed. The ninth, and chief instigator, whom the authorities seemed powerless to arrest, was seized by Commander Townsend and delivered over or trial.

While waiting the decision of the courts in the case of these outlaws, Commander Townsend, at the request of the Chinese customs authorities, availed himself of the occasion to survey the bar at the mouth of the Lian river. The channel was ascertained and buoyed for the benefit of the commerce of the world.

The increase or renewal of piracy in the Chinese waters has rendered the institution of decisive and vigorous measures for its arrest a necessity. Rear-Admiral Bell has been fully authorized to act in concert with the naval commanders of other nations on that station, in the suppression of piratical lepredations.

The small number of our vessels in those waters-as compared with the English and French fleets-as well as the size of our ships, has not admitted of enlarged and omplete arrangements for pursuing the lawless depredators, who seek shelter among the shoaled and most intricate waters. A class of smaller vessels will soon re-enforce this squadron. In the meantime, Rear-Ad-miral Bell is giving his earnest efforts to this great, object, and the force under his command is under orders to pursue with vigor and destroy all piratical vessels, and deliver the captured freebooters to the au-

thorities at the nearest consular ports. During the summer, Rear-Admiral Bell has visited the several open ports of Japan in his flag-ship the Hartford, taking with him one or more of the other vessels of his squadron. He passed through the Straits of Simonosaki and the inland sea, where no American man-of war had been since 1863. There were apprehensions that he might meet with some opposition in that quarter in con-sequence of the rebellions attitude of the

In May last the headquarters of the squad ron were removed from Macao and re-es-tablished at Hong-Kong, which is considered the most convenient and best adapted locality for that purpose.

The following ports, among others, have heen visited by the vessels of Rear-Admi-ral Bell's command: Macao, Swatow, Amoy, Foo-Chow, Ningpo, Shangbai, Whampoa, Canton, New Chwang, Chee-Foo, Tang-Chow and Taskee, in China; the ports of Japan; Manilla, in the Philippine islands; Ambong, in Borneo, and Batavia. On her ay out the Shenandoah touched at Fayal, Funchal, Santa Cruz, Porto grande, Porto Praya, Simonstown, Mauritus, Tamatav, in Madagascar Mahé, one of the Seychelles group; Muscat, in Arabia; Bombay, Ceylon, Calcutta, Penang and Singapore.

NORTH ATLANTIC SQUADRON,

During the greater part of the year the service required of the navy on the North Atlantic coast and in the West Indies has been divided between three squadrons, but on the 1st of November last the Atlantic ccast and West India squadrons were con-solidated, and thereafter designated the North Atlantic squadron, the combined forces being commanded by Rear-Admiral Palmer. The vessels are as follows : Guns

Guns. dag- Chickopee, -Rhode Island, flag-ship, - - 12 Monongahela, Osccola, - 10 De Soto, -12 Bienville, - 10 Yantic, - 10 Conemaugh, - 10 Florida, -Mackinaw. -Winooski, Agawam, -10 Daffodil,

Until the union of the West India and Atlantic coast squadrons, the former was un-definition of the Admiral Palmer. der the command of Rear Admiral Palmer and the latter under Commodore Joseph Lanman, The versels of these squadrons, be ron:

Lanmän, The versels of these squadrons, be-sides guarding the coast, have visited the following points outside the United States: Havana, St. Jago de Cuba, Matanza, Ba-hia Honda Caye, Cardenas, and the princi-pal cays and islands on the north side of Cuba; the Anguilla group, the Cayman is-lands, Bermuda, St. Thomas, Port au Prince and Cape Haytien, in Hayti; St. Domingo city; St. John's and Mayaguez, in Porto Rico; Kingston and Port Royal, in Jamaica; Banta Cruz, St. Christopher, Nevis, Antigus, and St. Bartholomew's, of the Leeward islands; Barbadoes, Trinidad, Martinique, Tobago, St. Lucia, and St. Vin-cent, of the Windward islands; Demarara, in British Guiana; La Guayra and Porto Cabello, in Venezuela; Curacoa, and the Cabello, in Venezuela; Curacos, and the island of Nevaza. Some of these points have seldom or never before been visited by an American man-of-war. There has always been a vessel at Aspinwall, prepared to give assistance and protection to the imnense number of our countrymen, and the vast wealth crossing the isthmus. A portion

of the squadron has been on the northeastern coast, and visited Halifax, St. John's, Pictou, the Magdalen group, Prince Edward's Island, and other points. Revolutionary movements and civil dis-turbances in Hayti and St, Domingo, which threatened to place in jeopardy the lives and property of American residents, or made them apprehensive of danger, have ealled for visitations of our naval vessels and the exhibition of the flag at frequent intervals in those quarter. There has, however, been no occasion for interference, for the rights of

our countrymen have been respected, Rear-Admiral Palmer, in April last, was ordered from the West Indies with a portion of his command to the northern limits of his station, in consequence of apprehensions then prevalent in regard to the condition and treatment of our fishermen on the eastern coast. But the liberal and conciliatory policy of the English government dissipated all apprehended difficulties, and the ques-

 Guns.

 Vanderbilt, flag

 ship,

 15

 Jamestown,

 Pensacola,

 21

 Lackawana,
Saranac (tempo- | Mohican rarily,) - - 13 Resaca, Mohican, rarily,) - - 13 Resaca, - 8 Suwanes, - - 12 Saginaw, - 4 The Pensacola, Mohican and Resaca have

not yet reached their destinations, and the Saginaw, under authority of an act of Congress, is alding the Western Union Telegraph Company in laying a telegraphic cable on on he northwestern coast. The vessels of the squadron have visited

the Sandwich Islands, the ports of Central America, Puget Sound and Acapulco, Guaymas, Mazatlan, San Blas, and La Paz, in Mexico. At all times one or more vessels have been at San Francisco, and also at Panama, ready for any emergency; and there has been almost constantly a vessel at or in the vicinity of

Acapulco, the most important point to our interests on the west coast of Mexico. In the latter part of September a convey-ance to Honolulu in the Vanderbilt was tendered to and accepted by Queen Emma, and the vessel sailed from San Francisco on the 13th of October on that service.

A more thorough exploration of the Paolfic ocean, with a view of correcting the charts and thereby lessening the dangers of navigators, is important, and our cruising vessels are expected to render themselves useful in ocean surveying service. Under the special direction of the Bureau of Navieation, which is intrusted with the details f such work, much valuable nautical information may be obtained by competent and efficient officers, who, with the means furnished to each vessel, will be able to correct some existing errors and establish

GULF SQUADRON. Affairs of public policy required that an organized squadron should be continued in the Gulf of Mexico. Commodore John A. Winslow was selected for that command, and entered mere his duting on the Tth day and entered upon his duties on the 7th day of May, 1866. The vessels of this squadron: Guns

Guns. Estrella,(flag-ship) 3 Chocura, Mahaska. - 10 Tahoma, Mabaska, -Tallapoosa, -- 10 Yucca, Pathapoosa, - 26 Glasgow, - 2 Paul Jones, - 8 Charlotte, - 2 The vessels have patrolled the Gulf of Mexico, and repeatedly visited all the ports on our coast from Key West to the Rio Grande; also, Havana, Matanzas and Car-denas, on the north side of Cuba, and the material discount of the Rio Carada crad vaters of the Rio Grande and Tampico, in Mexico.

On repeated occasions during the year one or more vessels of this squadron have been or more vessels of this squaron have been sent to Tampico. Apprehensions were at times entertained by American residents in that city as to their entire security and safety. The reports of the commanding officers to when this service was assigned indicate that neither American citizens nor American intersets have suffered released American interests have suffered violence from either of the contending parties.

During the spring and summer re-ports were circulated of the intentions of lawless parties to seize colored persons on the southern coasts of the Gulf States and carry them into slavery, the neighbor-ing island of Cuba being their al-leged destination. Such contemplated vio-lations of our laws and the rights of humanity were sufficient of themselves to arouse the vigilance of the Gulf and coast squadrons, each of which had its attention called to the subject, and was at all times vigilant to detect such schemes, if they ex-isted, and to intercept those who should venture to engage in them. Judiclous in-quiry and anxious watching have failed to bring to light any attempt to carry on this detestable traffic. Precaution was taken, by despatching a vessel for the especial

purpose, to warn our consular representa-tives at the neighboring ports of Cuba of suspected movements of the kind referred to, and from an expression of opinion obtained from those officers and others after diligent inquiry, it is difficult to believe that, even if an expedition of that charac-ter were successful in departing from our shores, it would be permitted to land or be received into Cuba.

SPECIAL SERVICE.

Besides the vessels attached to the several squadrons, a number are on special set vice. The Sabine, the apprentice ship the navy; the Massachusetts, Memphis Newbern, which are used in conveying,