

bles, mails, and officers and seamen to and from the squadrons on the coast; the Purveyor, which has recently returned from the East to Leeward Islands, and a great cargo of stores for the European and South Atlantic squadrons; the Don and Acorn, used for towing and other service between the various localities in the route for the purpose of her mission, and the Michigan, employed on the lakes.

The Sabine has her headquarters at New London, with her fleet for cruising extended from the coast of Maine to the capes of the Delaware.

The Michigan, as soon as the ice permitted the resumption of navigation early in May, was about proceeding on a cruise through the lakes, when disturbances on the frontier assumed such proportions as to require the co-operation of the military and naval authorities to preserve in good faith the neutrality laws.

The Michigan was engaged in this duty from early in May until June, during which she landed a large number of fugitives from the United States, who had fled from Canada, and were driven from their positions by the force directed against them by the Michigan on the 31st of June, in Niagara river, off Lower Black Rock. They were retained and placed on board the Michigan until the 5th, when they were turned over to the civil authorities.

On the 16th of June, Captain Bryson was notified by the military commander of the district that the Michigan was required at that point, the difficulties on that portion of the frontier having terminated. She proceeded to the mouth of the Mackinac, where she was met by the Michigan, Cleveland, Detroit, Mackinaw, Green Bay, Milwaukee, Racine, Grand Haven, and returning to Erie and Sandusky Bay.

The steam frigate Susquehanna, Commodore James Alden, is on special service, having been ordered to convey our minister to the Mexican republic, and Lieutenant General Sherman to Vera Cruz, or such point as may be required.

MONADNOCK AND MIANTONOMO. The turret or monitor class of vessels was never designed by the department for cruising in the open sea, and operations upon our coast. In the object for which they were intended, these vessels are as formidable and efficient as any anti-cruiser that has ever been built.

to the weather. Over these last temporary covers are being erected. These vessels, and others hastily built during the war, are constructed of a great extent of unseasoned timber, and for that reason it is best that they should remain on the stocks for a longer period than would otherwise be required. The vessels which are in the course of construction can be launched whenever it may be necessary to make room for others, for which the steam machinery being manufactured. Four of the vessels which are now on the stocks are iron clad, larger and much more formidable than the Monitor, and of a new class. The steam machinery and turret for these vessels are prepared and ready for erection whenever it may be considered advisable to launch them.

In addition to the steamers which are being constructed, or are afloat, it has been deemed expedient to have a class of smaller vessels, which, in many cases, can serve the purpose of the government with greater economy than the larger vessels, particularly in time of peace.

The want of a sufficient number of building-shops, ship-houses and dry-docks, has been a serious embarrassment and cause of delay throughout the whole of the war. There should be an increase of all these, for the efficiency of the navy depends in a great degree on having an adequate number of each.

There are in the single navy yard of Portsmouth, England, eleven dry-docks, more than three times the number that we have at all our yards, for there is only a single permanent dry dock at any one yard, and but three in all of them.

The supplies of timber at the different yards have been exhausted during the rebellion, and it will be true economy to provide an abundance, so that in future emergencies the difficulties and embarrassments recently experienced may be avoided. Our former policy, many years since, was to make an annual increase of ship timber, and other countries have wisely furnished themselves with it.

Commodore Steadman, in a recent communication from Cartagena, in Spain, writes: "It is an interesting fact that there is still a stock of Florida timber in this yard which came from Florida while it was yet a colony of Spain."

In the construction of ships-of-war iron may ultimately, to a great extent, supersede wood; but such are the resources of iron in this country that wooden vessels will, for some time to come, constitute a large portion of our navy.

For the construction of iron and armored vessels, it can only be repeated that, though our country has the material in great abundance, and possesses many advantages in that regard, we are almost wholly unprepared. In future maritime wars, the contest between the great naval powers for supremacy on the ocean will be determined chiefly by iron clad or armored ships.

rebellion, but the rebellion has passed away, the States are parts of the Union, and the States are national in their character, and are national in their interest. It is upon the Pennsylvania, ever in its present ruinous state, that the great expense of supplies for any squadron we may employ to patrol the ocean outlet of the great central valley of the Union, and of our whole coast bordering the Gulf. To neglect to put that yard in proper condition would be to neglect Iowa, Illinois and the States north, as well as Louisiana and Mississippi.

The great expense of supplies for any squadron we may employ to patrol the ocean outlet of the great central valley of the Union, and of our whole coast bordering the Gulf. To neglect to put that yard in proper condition would be to neglect Iowa, Illinois and the States north, as well as Louisiana and Mississippi.

NAVY DEPOT FOR IRON-CLADS. In consequence of the failure of the Senate to act in relation to the bill for the purchase of a new yard for the acceptance of League Island for naval purposes, the government remains without a depot or station for our iron-clad vessels. The most of them have been permitted to remain in the back channel at League Island, where they were placed after the close of the war, as the best place for their location, for their security and preservation. It is desirable that the bill for the acceptance of League Island, which has been unfortunately delayed, should receive the early action of that body, that the necessary appropriation may be made for deepening the channel, preparing suitable docks, and making other necessary arrangements, at an early period, for the proper care and protection of the large numbers of costly vessels which are there in a precarious position, and from which they are liable at any time to be swept away by the proprietors of the adjacent shores.

ENLARGEMENT OF NAVY YARDS. The purchase of Seavey's Island, adjacent to the city of Philadelphia, and the act of April 17, 1866, has been consummated, and that island now constitutes a part of the Kittery navy yard. This acquisition will be of great importance, as it will obviate some of the difficulties which have been experienced in consequence of insufficient room for the storage of materials. The annual loss at this and other yards by the deterioration of materials unavoidably experienced by the weather, is a great inconvenience, in temporary sheds, has been very great.

Operations at most of the yards have been suspended for want of room, but at no one had there been so important and inconvenient for this cause as at Philadelphia. Until the introduction of iron-clad vessels, the facility with which iron and coal can be obtained in Delaware, and the necessity that our iron and armored vessels should be laid up in a proper condition, the navy establishment on the Delaware river, and the yard at Norfolk in the country, it is impossible, however, to carry on the operations which are essential at this central point, which is the limit of the present yard, which has scarcely one-sixth of the area of any other, almost everywhere in the country. The present yard, which is within the thickly populated part of Philadelphia, is enlarged except at a cost which precludes the idea of a communication with the water front, and twenty times the area of the present Philadelphia yard are wanted for the complete establishment. There is no doubt that the present yard will be abandoned, and the sooner another location is secured, with ample room for the necessities of the navy, the better will be the service to the country.

port upon some definite plan of proceeding by which our harbors could, on a sudden alarm or emergency, be put at once in a complete state of defence against an enemy's fleet.

In their preliminary report the board advocated the importance of having always on hand a sufficient number of iron-clad vessels of our great commercial cities, and within the waters of our exterior bays; but without further information both as to the offensive and defensive purposes of our fleets, and also of our iron-clads, it was unable to specify the requisite number, or to define precisely the part they should perform in the defence of our harbors, and the degree of success which might be attained in a well-devised system of channel obstructions.

The subject of channel obstructions was the subject of several resolutions, and was planned by one of these number was favorably received by the board, who recommended that it should be tested experimentally, but a large sum would have to be expended in the purchase of the material, which there was no adequate appropriation. The board also recommended some general principles to be made under their direction for ascertaining and settling certain general principles concerning the effect of torpedoes. After a full examination, the members were convinced that they could not do so, and that they had already expended the money which had been assigned to that purpose.

PROMOTIONS. In conformity with the provisions of the act of the 25th of July last, "to define the duties and to provide for the promotion of officers in the navy, and for other purposes," selections were made for promotion and advancement in the brief period which intervened between the adjournment of the act of the last session of Congress. This labor was most facilitated by consultations which had previously taken place with the board, and the highest rank in the service who were on the list, and under whom nearly every officer had served during the war. But the requirements of the act, in the grades authorized by this act, should be selected from the grade next below, of officers who have rendered the most efficient and conspicuous services during the war, and who possess the highest professional qualifications and attainments, and who are expected, under any circumstances, to be able to carry out the effect without causing any undue delay. By the act of January 24, 1865, an advance, "not exceeding thirty per cent of the pay of the grade next below," was authorized, and was given to eminent and conspicuous officers, for extraordinary heroism, was authorized.

Where all had done so well, it was a delicate and embarrassing duty to discriminate and select for promotion. No officer who had distinguished himself with more honor than the gallant officers of the navy during the late war, and it is a gratification to know that, while some have recently returned to their homes, every one on the active list who has distinguished himself by his liberal provisions of the Government, been advanced, and that a number of the most distinguished and meritorious in character, ability, professional competency, and honorable service in the navy, have been promoted and transferred to the regular service of the act. This board was subsequently enlarged by the addition of Captain Daniel Queen and K. Randolph B. Parker, and Commander John Lee Davis, was convened at the city of Philadelphia, on the 25th of September, for the purpose of examining such officers, and to select candidates to select and report upon the most meritorious in character, ability, professional competency, and honorable service in the navy, and to be promoted and transferred to the regular service of the act. This board was subsequently enlarged by the addition of Captain Daniel Queen and K. Randolph B. Parker, and Commander John Lee Davis, was convened at the city of Philadelphia, on the 25th of September, for the purpose of examining such officers, and to select candidates to select and report upon the most meritorious in character, ability, professional competency, and honorable service in the navy, and to be promoted and transferred to the regular service of the act.

NAVY ACADEMY. The Naval Academy is re-established at Annapolis, with some enlargement of the grounds and some important improvements. No measure was adopted by Congress to enlarge the institution elsewhere on the coast, where there might be greater facilities, with more ample area for those connected with the education of the young men, and the acquisition of more ground, will obviate some of the objections which were made against the location of the academy at Annapolis, and afforded facilities for enlarging the premises, which were, and still are, limited. They have also, by suitable legislation and by municipal regulations to guard and protect the midshipmen from improper influences, done acceptably service in another respect.

It was deemed advisable to secure, but the owners hold it at such exorbitant rates that the negotiations for it have been discontinued.

A more extensive range for those connected with the academy than the present area furnishes is much wanted, and was one of the principal reasons for suggesting a change of location of the institution in my last annual communication. Attention is invited to the recommendation of the superintendent for additional accommodations for the officers and assistant professors, there being suitable locations upon the ground for the proposed buildings.

The machine shop erected for the benefit and improvement of the pupils is completed, and the machinery, with a propeller engine adapted to the purpose of instruction, has been properly prepared. The midshipmen have the present year entered upon a full theoretical and practical course of studies in regard to the application of steam power, so that hereafter the graduating class will be enabled, with very little practice afloat, to manage any engine in the navy, and will have attained in their scientific course the requisite elements of knowledge of the future naval officer.

The great loss, delay and embarrassment experienced during the war in consequence of the ignorance, inefficiency and incompetency of many of the engineers, admonish the government of the necessity of educating and training men of ability to this highly responsible profession. Our officers and midshipmen are generally familiar with steam engines as well as seamanship, in order to be masters of their profession. Unless this is the case they will not be masters of their ship, but will be dependent on the engineer who controls its motive power, and whose negligence or incompetency may destroy its efficiency. Steam and steam machinery are so important to the service, and so essential to the safety of our ships, that it is imperative that the government should take measures to secure the highest proficiency, and from their requirements and mechanical skill, be a highly scientific and practical class, independent of the service, and more than perhaps, in the design and construction of engines than in duty afloat.

Great credit is due to the energetic and judicious efforts of the superintendent, who has given to the academy the benefit of his requirements and experience, and who in his well-directed labors has had the earnest cooperation of those associated with him in educating the future officers of the navy. Under such management, fostered and sustained by the Government, the institution will be a source of great benefit to the country.

Some valuable suggestions are made in a very able report of the Board of Visitors, as well as in that of the superintendent, both of which are appended, and commended to the consideration of Congress and all who feel an interest in the success of the navy. The revival of the system of naval apprentices, authorized by the act approved March 3, 1857, promises encouraging results. Having been imperceptibly understood and not judiciously carried into effect at its origin, nearly thirty years ago, and compelled to remain in a state of indifference and prejudice, but opposition, the act of the law had been neglected and fallen into disuse.

deny and become officers of the navy. This commencement will do much to elevate the character of the American sailor. While the character of the American sailor, while less enter and obtain honors, and while in the merchant marine, most of them would, with proper encouragement, continue to be a degraded and servile class.

The machine shop erected for the benefit and improvement of the pupils is completed, and the machinery, with a propeller engine adapted to the purpose of instruction, has been properly prepared. The midshipmen have the present year entered upon a full theoretical and practical course of studies in regard to the application of steam power, so that hereafter the graduating class will be enabled, with very little practice afloat, to manage any engine in the navy, and will have attained in their scientific course the requisite elements of knowledge of the future naval officer.

The great loss, delay and embarrassment experienced during the war in consequence of the ignorance, inefficiency and incompetency of many of the engineers, admonish the government of the necessity of educating and training men of ability to this highly responsible profession. Our officers and midshipmen are generally familiar with steam engines as well as seamanship, in order to be masters of their profession. Unless this is the case they will not be masters of their ship, but will be dependent on the engineer who controls its motive power, and whose negligence or incompetency may destroy its efficiency.

NAVY ACADEMY. The Naval Academy is re-established at Annapolis, with some enlargement of the grounds and some important improvements. No measure was adopted by Congress to enlarge the institution elsewhere on the coast, where there might be greater facilities, with more ample area for those connected with the education of the young men, and the acquisition of more ground, will obviate some of the objections which were made against the location of the academy at Annapolis, and afforded facilities for enlarging the premises, which were, and still are, limited. They have also, by suitable legislation and by municipal regulations to guard and protect the midshipmen from improper influences, done acceptably service in another respect.

NAVY ACADEMY. The Naval Academy is re-established at Annapolis, with some enlargement of the grounds and some important improvements. No measure was adopted by Congress to enlarge the institution elsewhere on the coast, where there might be greater facilities, with more ample area for those connected with the education of the young men, and the acquisition of more ground, will obviate some of the objections which were made against the location of the academy at Annapolis, and afforded facilities for enlarging the premises, which were, and still are, limited. They have also, by suitable legislation and by municipal regulations to guard and protect the midshipmen from improper influences, done acceptably service in another respect.

NAVY ACADEMY. The Naval Academy is re-established at Annapolis, with some enlargement of the grounds and some important improvements. No measure was adopted by Congress to enlarge the institution elsewhere on the coast, where there might be greater facilities, with more ample area for those connected with the education of the young men, and the acquisition of more ground, will obviate some of the objections which were made against the location of the academy at Annapolis, and afforded facilities for enlarging the premises, which were, and still are, limited. They have also, by suitable legislation and by municipal regulations to guard and protect the midshipmen from improper influences, done acceptably service in another respect.