olies, mails, and officers and seamen to and from the squadrons on the coast; the Pdr-veyor, which has recently returned from St. Paul de Loando, where she landed a eargo of stores for the European and South Atlantic squadrons; the Don and Ascutney, ased for towing and other service between the yards and stations; the Sacramento, on a special cruise and under special instructions to the coast of China and Japan, touching at 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 field for cruising extending 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 that vessel with the military and civil authorities to preserve in good saith the neutrality laws. The Michigan was engaged in this duty from early in May until June, delaying her annual cruise to the upper lakes. When the armed force which invaded Canada was defeated, the fugitives, driven from their positions by the rce directed against them, were about 700 of them, captured in their retreat by the Michigan on the 3d of June, in Niagara river, off Lower Black rock. They were re-tained and provisioned 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 co-operation of the Michigan was no longer required at that point, the difficulties on that portion of the frontier having termi-nated. Shortly afterwards the Michigan made a circuit of the upper lakes, visiting Cleveland, Detroit, Mackinaw, Green Bay, Milwaukee, Racine, Grand Haven, and re-turning to Erie and Buffaio.

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 might be required.

MONADNOCK AND MIANTONOMOH. The turreted or monitor class of vessels was never designed by the department for cruising purposes, but for harbor defence and operations upon our coast. In the object for which they were intended, these vessels are as formidable and efficient as was anticipated, and will furnish security to any port, and be able to disperse or destroy any blockading fleet which may appear in our waters. The peculiar formation of our coast is in itself a protection against the heavy and formidable iron-clads of immense ton-

nage and deep draught which European constructors have devised, because, except at a few points, it will be difficult for them to approach within cannon-shot of our shores, and there is but a single port which they can enter from the Capes of the Chesapeake to the Rio Grande But, while in the estimation of our best naval officers our monitor class of vessels are more than a match for the mone and expensive iron-clad structures of Eq. rope, they are of such draught that they can enter all of our principal harbors, and are therefore peculiarly adapted to our coast

The impression sought to be created that these vessels could not venture outside the harbors where they were constructed; or at all events that they could not an events that they could not pro-ceed on a distant voyage, has been dispelled by the cruise of the Mo-nadnock, which, after navigating the At-lantic and Pacific, reached San Francisco in safety: The Miantonomoh, another monitor of the same type as the Monadnock, crossed the Atlantic, passed up the Baltic to Constadt, and has visited many of the principal ports of Europe: These yessels have, in these two voyages, disposed in a great de-gree of the misrepresentations and preju-dices which had been created, and proved the ability of the turreted vessels to perform

ong voyages, when required: Great credit is due to Commodore John Rogers and the officers and crew who were charged with the labor, responsibility and risk of vindicating the navigating power and capability of these American naval vessels: To Lieutenant Commander Francis M. Bunce, who volunteered to navigate the Monadnock to San Francisco, and perform that duty, which many deemed hazardous, and not a few denounced as an impossibility honor and praise and promotion are due for persevering and successful daring. Service such as his cannot otherwise than be

appreciated and rewarded by the country: Rear-Admiral Goldsborough, in a despatch dated the 7th of November, 1866, says: The pilot who went from Cherbourg to Brest with the vessels, a man of large experience, told me that he never in his life saw sel behave better than the Miantonomoh, and for his part, as far as safety was concerned, he would be willing to go round the world in her. Vice-Admiral Popetf, of the Russian navy, who took passage in the Miantonomoh from Hamburg to Cherbourg, also told me that he was particularly struck with her good sea qualities in the midst of a heavy blow and sea encountered just after leaving the Elbe, and that if he was in my place he would prefer being on board her to the Colorado. Indeed he spoke in the highest terms with regard to her merits on

Reports of the performance of the Monad-nock and the Miantonomoh are appended to this report.

QUARANTINE VESSELS.

A joint resolution of Congress, approved March 24, 1866, authorized the Secretary of the Navy to place gratuitously at the dis-posal of the commissioners of quarantine, or the proper authorities of any ports of the United States, to be used by them for quarantine purposes, such vessels or hulks belonging to the United States as were not required for other uses by the National Gobelonging to the United States as were not required for other uses by the National Government; under this authority the sloop-of-war Saratoga and Portsmouth were placed at the disposal of the commissioners of health at New York for service at quarantine—the first named on the twentieth day of April, and the other on the eighteenth day of May. They were returned to the navy yard in the latter part of September, the commissioners reporting that they were no longer required. that they were no longer required.

THE NAVY YARDS.

During the past year the operations of the several navy yards have, with a view to economy, been reduced to the lowest limit consistent with the public interest. On several vessels work has been alto-gether suspended, and on others only so much has been done as was necessary to enable the contractors for the steam machinery to place portions of their engines in the hulls. Six vessels of the class intended for high speed have been lannched, and also three others in which the steam power has been somewhat reduced in order to increase the armament. Steam machinery for twelve vessels of the classes here referred to is in an advanced condition. and the department is under contracts, made during the war, to provide the vessels in which these engines are to be placed. It has, however, been considered advantageous ander the circumstance, there being no pressing necessity for this class of vessels since hostilities have ceased, to make tem-porary arrangements for storing the mahinery and postpone the construction of

We have in our navy yards too few ship-houses. As a matter of economy, ships should be built under cover. Protection from the weather not only facilitates the work during construction, but if retained for any period on the stocks, adds greatly the durability of the ship after comple-

ourteen ships are now in the course of struction at the several yards, of which e are in ship houses, and five are exposed

covers are being erec These vessels, and others hastily built during the war, are constructed to a great extent of unseasoned timber, and for that reaould remain on the stocks 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 roum for others, for which the steam machinery is being manufactured. Four of the vessels which are now on the stocks are iron clads, larger and much more formida-ble than the Miantonomoh and those of her class. The steam machinery and turnels 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 beng constructed, or are affoat, 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 than the larger vessels, particu-

larly 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. should be an increase of all the the efficiency of the navy depends in a great degree on having an adequate number of

There are in the single navy yard of Portsmouth, England, eleven dry-docks; more than three times the number that we 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. With these limited means and under these disadvantages, the department has been compelled to struggle to maintain an efficient navy in a period of great and exacting trial. Had we a war with a maritime power, where naval combats would be frequent, and cruising active, the necessity for more docks and larger yards would be great.

The supplies of timber at the different yards have been exhausted during the re-bellion, and it will be true economy to pro-

vide an abundance, so that in future emergencies the difficulties and embarassments recently experienced may be avoided. Our former policy, many years since, was to make an annual incre ship timber, and other countries have wisely furnished themselves with th s material. Commodore Steedman, in a recent communication from Carthagena, in Soain. is still a stock of Florida timber in this yard which came from Florida while it was yet a colony of Spain.

the construction of ships-of-war iron may ultimately, to a great extent, super-sede wood; but such are the resources of timber 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, although our country has the material in great abundance, and posses many advantages in that regard, we are almost wholly unprepared. In future maritime wars the contests between the great naval powers for supremacy on the ocean will be determined chiefly by iron clad or armored ships. Our turreted vessels or monitors will be power-ful and effective for harbor and cosst defence, but in conflict with any European power our countrymen will hardly be content with

merely defensive warfare.

Armored yessels for ocean cruising must necessarily be of large size, which bannot, with the requisite etrength, be secured in wooden structures. If attempted, the immense masses of timber must rapidly decay, and the cost resulting from deteriorcay, and the cost resulting from deterior-ation will be such as no economical and prudent nation, will consent to sustain. Ships for cruising and offensive operations must be such as can use sails, for no vessel can long keep the sea under steam alone Such vessels as are here suggested should be built at a government establishment, for though private enterprise can do much in iron vessels for naval purposes are such that private parties cannot undertake the work unless at prices which will cover all the outlay for the establishment, as well as the vessels, for there can be no other oustomer

than the Government for such work. In this view of the subject it is plainly the interest of the government to erect its own shops and machinery, and to possess its own establishment for the construction of its iron and armored naval vessels. Several years of preparation will be required to provide the necessary appliances for such an establish ment, and a special and convenient location with ample area should be promptly selected. In each of the navy yards a dry dock is indispensible and for a steam navy there

should be suitable shops and accommoda-tions for the repair of vessels.

The navy yards at Norfolk and Pensacola, which were almost totally destroyed during the war, require large expenditures to place them in a condition to be efficient. They bave been occupied as naval stations since the Government recovered possession, and some repairs have been made at each;

some repairs have been made at each; but the dilapidated walls and remants of the former establishments remain in a condition which renders them scarcely fit for occupancy or use. This is more particularly the case at Pensacola, where only a few outbuildings and stables escaped destruction. These are now converted into temporary quarters for the officers on duty at that station. From the limited appropriations which have been made some progress has been affected tomade some progress has been affected to-wards restoration at Norfolk. The destruction at this yard was not so thorough and complete as at Pensacola.

The yard at Norfolk is, in a national point of view, one of the most important, as well as one of the best located, in the United States. It is the only southern yard on the Atlantic coast, is accessible in all seasons, has one of the best harbors in the country, and is, in every respect forwardly estimated. and is, in every respect, favorably situated with many natural advantages for a naval establishment. There is at this yard a permanent dry-dock which, under all the disadvantages that have existed, has been of immense service to the government in the repair and refitment of vessels, without the delay and additional ex-pense that would have been incurred in sending them farther north. Since the termination of the war, most of the machinery which belonged there has been recovered and portions of it put in operation. But in order that this yard may be placed in proper working condition, at all comparable with its former state of efficiency, and adequate to the future wants of the service, much yet

remains to be done. The yards at Norfolk and at Pensacola are as essential to the navy and the country as either of the yards at the north, and in the event of a foreign war we could better dis-pense with one of the yards north of the Chesapeake than with either of these. Our Chesapeake than with either of these. Our possession of them during the late conflict, even in their dilapidated condition, was of even in their dilaphated condition, was or great value to the Union cause. After their recovery the vessels composing the several blockading squadrons were not de-tached and sent north for ordinary repairs, tached and sent north for ordinary repairs, with loss of service, during their absence, of vessels and crews, but were retained on their stations. The repairs thus effected were made without many of the required facilities, but, not with standing great disadvantages, considerable saving ensued to the government, and the blockade was thereby made more efficient.

ensued to the government, and the blockade was thereby made more efficient.

The suppression of the rebellion and the re-establishment of that peace and unity which constitute us one country and one people, make it a duty to restore these national establishments to their former efficient condition. In so far as there was cient condition. In so far as there was reason during the rebellion for refusing to do this because insurrection prevailed in the region where the yards are situated, that reason no longer exists. True, the expenditures will be made in States which were in

to the weather. Over these last temporary | rebellion, but the rebellion has passed away, the States are parts of the Union, and the establishments which are to be renovated are national in their character, and of general interest to all. Upon the Pensacola yard, even in its present ruinous state, we must depend for repairs and supplie for any squadron we may employ to guard the ocean outlet of the great central valley of the Union, and of our whole coast bor-dering on the Gulf. To neglect to put that yard in proper condition would be to neg-lect Iowa, Illinois and the States north, as well as Louisiana and Mississippi,

In the event of a foreign war with the great maritime powers, our country would labor under serious disadvantages were we without a navy yard or naval station in the Gulf. A naval force of steamers—and all fighting vessels must hereafter be steamers—could not be maintained in the Gulf without frequent repairs and supplies. With no navy yard in the Gulf, the disabled vessels would necessarily be withdrawn from their station and comprehensive the controlled to receed to a northern most form. compelled to proceed to a northern yard for refitment. Besides the perils incident to a voyage under these circumstances, with an nemy on the coast, the services of the officers and crews, as well as of the vessel itself ould be lost during the time she might be absent in going to and returning from a northern yard. The rebels and the waste of war have devastated the Norfolk and Pensacola yards, but the best interest of the service, and the obligations of the government. are not less imperative, now, when peace and union are restored, to place them in proper condition. It is to be hoped, thereore, that liberal appropriations will be made for that purpose.

NAVAL DEPOT FOR IRON-CLADS. In consequence of the failure of the Senate o act on the bill which passed the House of Representatives for the acceptance of League Island for naval purposes, the government remains without a depot or station for our iron and armored naval vessels. 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 and most available location for their security and preservation. It is desirable that the bill for the acceptance of League Island, which has been unfortunately delayed in its passage through the Senate, 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 n arrangements, at an early period, for the proper care and protection of the large numpers of costly vessels which are there in a precarious condition, and from which they are liable at any time to be warned away by the proprietors of the adjacent shores. The vessels lying in the back channel are there on sufferance. Being of iron, it is essential that they should be laid up in fresh water and in consequence of the omission of Congress to provide any suitable place, the department selected this location as by far the most eligible in the country for that purpose. They are there, however, under many disadvantages, for no preparations or improvements for them have been made, nor is the department authorized to make any, for the safe-keeping, protection and preservation of vessels which have cost the government several millions. Deterioration and permanent injury must be the consequence of this delay. and, notwithstanding every precaution has been taken, it is but reasonable to expect that they have already been damaged to

some extent from their exposed condition. ENLARGEMENT OF NAVE YARDS.

The purchase of Seavey's Island, adjacent to the navy yard at Kittery, authorized by the act of April 17, 1866, has been consummated, and that island now constitutes a part of the Kittery navy yard. This acquisition enlarges the heretofore restricted limits at that station, and will obviate some of the difficulties which have been experienced in consequence of insufficient room for the shops, sheds and storehouses which are wanted to store materials. The annual the dec terioration of materials unavoidably exposed to the weather or stored, with much been very great. The want of sites for the erection of additional store-heuses and sheds has led to propositions for adding one additional story to the present buildings.

Operations at most of the yards have been much embarrassed for want of room but

much embarrassed for want of room, but at no one has there been so much difficulty and inconvenience from this cause as at Philadelphia. Until the introduction of team the Philadelphia yard was of secondary importance, on account of its interior location, which rendered ingress and egress to vessels propelled exclusively by sails difficult and dilatory. But the revolution wrought by steam—the manufacture of iron vessels, and engines, and armature—the advantage of an interior location which was formerly an objection—the facility with which iron and coal can be obtained on the Delaware, and the necessity that our iron and armored vessels should be laid up in fresh water, will make the navy establishment on the Delaware river important beyond any other in the country. It is impossible, however, to carry on the operations which are essential at this central point within the limits of the present yard, which has scarcely one-sixth of the area of any other, almost all being too restricted. Nor can the present all being too restricted. Nor can the present yard, which is within the thickly populated part of the city of Philadelphia, be enlarged except at a cost which preclades the idea of its accomplishment. Another location must be obtained. Ten times the water that and twenty times the area of the prefront, and twenty times the area of the present Philadelphia yard are wanted for the nayal establishment on the Delaware. There is no doubt that the present yard will be abondoned, and the sconer another location is secured, with ample room for the necessary works to Think the present sate blick sary works, to which the present establishment can be transferred, the better will it be for the service and the country. Should the Senate confirm the law which was passed by the House at the last session, ac cepting League island for naval purposes, ample ground and water front will be ob-

HARBOR DEFENCE. The changes which have taken place within a few years, both in the character of vessels and guns, have raised questions as to the most effective means and the best use of those means for sea-coast defence. The value of iron-clad vessels, of channel ob-structions, and of torpedoes as means of defence, are, respectively, matters for consideration. A communication was addressed by this department to the Secretary of War in February last, suggesting the organization of a joint army and navy board for the consideration of these questions and the adoption of some general principles concerning them.

The extent to which each or all of the means suggested could be advantageously used, the best form of iron-clad vessels, the character of the obstructions and of torneoloes—to what department the preparation of these defensive means properly apper-tained, and which should control their use —are points which it is important to have defined and settled.

The Secretary of War concurred in the importance of organizing such a board, and assigned experienced officers to serve upon it in conjunction with naval officers detailed by this department. This board, consisting of Rear-Admirals Charles H. Davis and John A. Dahlgren, and Commodore James Alden, of the navy, and Brevet Major General J. G. Barnard, Brevet Brigadier General Z. B. Tower, and Brevet Brigadier General B. S. Alexander, of the army, assembled at Washington on the 1st of March, and continued in session until the 17th of July, and had these matters In the discussion of the three leading sub-

object with the board to arrive at and re-

In their preliminary report the board advocated the importance of having always on hand a number of iron-clad vessels at each of our great commercial cities, and within the waters of our exterior bays; but without further information both as to the offensive and defensive properties of our forts, and also of our iron clads, it was unable to specify the requisite number, or to define pre-cisely the part they should perform in the defence of our harbors, especially as that would depend upon the degree of success which might be attained in a well-devised

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

system of channel obstructions.
On the subject of channel obstructions, plau submitted by one of their number was favorably received by the board, who recommended that it should be tested experimentally, but such a test would have involved a large expenditure of money, for which there was no adequate appropriation. The board also recommended some general experiments to be made under their direction for assertaining and settling certain general principles concerning the effect of torpedoes. After a full examination, the members became convinced that they could arrive at no definite conclusions points submitted without preliminary experiment, and satisfied that they could not add materially to what they had already reported, the board was dissolved by order

of the department.

The subject is, however, of great importance, and should receive thorough conside-

ration. In conformity with the provisions of the act of the 25th of July last, "to define the number and regulate the appointment of officers in the navy, and for other purposes selections were made for promotion and advancement in the brief period which remained after the passage of the act, and before the close of the last session of Con-gress. This labor was much facilitated by consultations which had previously takes place with most of the officers of the highest rank in the service who were on the active list, and under whom nearly every officer had served during the war. But the requirement, "that the increase in the grades authorized by this act shall be made by selection from the grade next below, officers who have rendered the most efficie and faithful service during the recent war, and who possess the highest professional qualifications and attainments," could scarcely be expected, under any cir cumstances, to be carried int counstances, to be carried into effect without causing some disappointment. By the act of January 24, 1865, an advance, "not exceeding thirty numbers, in rank for having exhibited eminent and conspicuous conduct in battle, or extraordinary beauties." or extraordinary heroism," was authorized. In the selections for promo-tion the tests prescribed by Congress con-trolled when the qualifications in other

respects were unexceptionable. Many officers affeat had no battle record; others possessing high qualifications, but occupied in other duties, had unfortunately been in no position to render actual aghting service during the recent war. Some few have necessarily been superseded by their mor respects meritorious, they were selected for promotion under one or both of the tests which Congress adopted.

But for the war no such law would have been enacted, and the great object of the law was, the recognition of war services. Governments very justly recognize and re-ward courage and success. The acts of 1865 and 1866 gave preference for promotion or advancement to those meritorious officers who had distinguished themselves by their heroic qualities and achievements over these who were not endowed with those qualities, or who had been so unfortunate as to have

no battle-record.
Where all had done so well, it was a delicate and embarrassing duty to discriminate and select for promotion. No body of men ever acquitted themselves with more honor than the gallant officers of the navy during the late war, and it is a gra-tification to know that, while some have received higher honors than others, yet every one on the active list who faithfully dis-charged his duty has, by the liberal provi-sions of the Government, been advanced, and, if not promoted, occupies a higher num-

and if not promoted, occupies a higher number in his grade by the operation and administration of the law.

By the provisions of the third section of the law, a board of naval officers, consisting of Commodore S. P. Lee. Captain Foxhall A. Parker, and Commander John Lee Davis, was convened at Hartford, on the 5th of September, for the purpose of examining such officers or the part of examining such officers or the second such as the second purpose of examining such officers a served in the volunteer naval service for a period of not less than two years, with in-structions, after examining the claims of all candidates, to select and report from the most meritorious in character, ability, professional competency, and honorable service, the number authorized to be appointed and transferred to the regular navy under the act. This board was subsequently enlarged by the addition of Captain Daniel Ammen and Commanders Walter W. Queen and K. Randolph Breese. Owing to the large number of candidates who de to the large number of candidates who desire to avail themselves of the privilege of the act, as well as to the thoroughness of the examination, and also to the fact that all who claim the right must be examined before the authorized selections can be made, there will be necessary and unavoidable delay on the part of the board in making their report. in making their report.

NAVL ACADEMY: The Naval Academy is re-established at Annapolis, with some enlargement of the grounds and some important improvegrounds and some important improvements. No measures were adopted by Congress for establishing the institution elsewhere on the Chesapeake, where there might be greater seclusion, with more ample area for those connected the academy. The appropriations for additions and improvements of the present site, with the acquisition of more ground, will obviate some of the objections which were taken against that location. The authorities of Maryland have manifested a warm interest in the academy, and afforded facilities for enlarging the premises, which were, and still are, too limited. They have also, by suitable legislation and by municipal regulations to guard, and protect the midshipmen from improper influences, done acceptable service in another respect.

On resuming possession of the academic grounds and buildings, expensive repairs became necessary, in order to place them in proper condition for the school. During the war the houses and buildings had been used for army and hospital purposes, and the grounds had been broken and impaired by wagon roads while in the occupation of the military forces. Considerable labor and expenditure was necessary in renovating and restoring the buildings and grounds for use. This has been accomplished under the immediate direction of the superintendent. The buildings and grounds are now in good order, and the institution is in all respects in as prosperous and satisfactory a condiin as prosperous and satisfactory a condi-tion as could be expected in so brief a period

A transfer of the executive massion and grounds belonging to the State of Maryland authorized by the government of that State, and for which an appropriation was made by Congress at its last session, has been mpleted, and the land is now enclosed within the academic grounds, to which it was adjacent, and when graded, will make a handsome addition to the site already owned by the government. An appropriation will be necessary, however, to defray the expense of grading and filling in the water front, for which the proper estimate has been made. An appropriation of \$25,000 was made at the last session of Congress for the purchase ects which have been indicated, it was an of certain other contiguous property which

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

A more extensive range for those con nected 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 recommenda tion of the superintendent for additiona

accommodations for the officers and assistant professors, there being suitable loca

tions 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 gradu-ating class will be enabled, with very little practice affoat, to manage any engine in the navy, and will thus have attained in thei academic course the requisite elementary knowledge of this indispensable part of the profession of the future naval officer,

Three cadet engineers have been received into the academy under the provisions of the act of July 4, 1864, which requires that the applicant shall, besides satisfactory evidence of mechanical skill and proficiency baye been employed at least two years in the actual fabrication of steam machinery. The stringent requirements of this act may eed modification, in order to make it prac-ically useful, for it is a severe exaction that you his under the age of eighteen who make application to be received as cadet engineers

shall have had two years' previous practical xperience in such employment. Under the provisions of this act, a class of only three had prepared themselves for the purpose was formed, and as the necessary teachers and accomplishments for so small a class might be employed to advantage in improving a larger number, several young men who had been trained at some of the est scientific schools, and received the appointment of acting third assistant en gineers in the navy, have been added to the class for instruction in the higher qualifications of their profession. The great loss, delay and embarrass-ments experienced during the war in con-

sequence 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 naval officers must themselves hereafter be familiar with steam enginery as well as with seamanship, in order to be masters of their profession. Unless this is the case they cannot be masters of their ship, but will be dependent on the engineer who controls its dependent on the engineer who controls its motive power, and whose negligence or inincompetency may destroy its efficiency.

The cadet engineers, making, as they will, steam and steam machinery a specialty, must attain proficiency, and from their acquirements and mechanical skill will be-

come a highly scientific and useful class, indispensable to the service and more useful. perhaps, in the design and construction of engines than in duty affoat. Great credit is due to the energetic and judicious efforts of the superintendent, who has given to the academy the benefit of his acquirements and experience, and who in his well-directed labors has had the earnest educating the future officers of the navy Under such management, fostered and sus-tained by the Government, the institution takes high rank and will be of incalculabl

service to the country.

Some valuable suggestions are made in the 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.

NAVAL APPRENTICES.

The revival of the system of naval approved prentices, authorized by the act approved March 2, 1837, promises encouraging results.

Having been imperfectly understood and not judiciously carried into effect at its origin, nearly thirty years ago, and compelled to encounter not only indifference and prejudice, but opposition, the execution of the law had been neglected and fallen into

Time and experience will still be needed to perfect the system, which has many difficulties to overcome, for it is yet in its infancy; but when fairly established and its merits fully developed, important benefits may be anticipated from it, not only to the naval but the merchant service. A class of educated and trained seamen will go forth yearly from the school-ships to give character and efficiency to American commerce as well as to the American navy. Under judicious and skillful management the school-ships will be nurseries for the naval and merchant service, from which, when and merchant service, from which, when the system is in full operation, there will graduate a superior class of well-instructed and thoroughly-disciplined seamen, who in a few years will elevate and thoroughly revolutionize the maritime force of the

country.

If the government would enlist the best class of boys as apprentices, it must, as has been heretofore suggested, make the service attractive; and to do this most effectually, the recommendation is renewed that a portion of those most proficient and most deserving shall receive appointments to the Naval Academy. To carry this recommendation into effect the plan proposed in my last report, that of conferring onehalf of the yearly appointments upon the naval apprentices who shall pass the best examination, instead of appointing the whole from congressional selection, is most available.

SEAMEN. On former occasions and in various ways the attention of Congress has been invited to the condition of our seamen. Some measures should be taken to ameliorate and improve their condition and to increase their numbers, for neglect on the part of the Government, inattention to their merits and their wants, and more remunerative employment and greater considera-tion in other pursuits, are having their effect in retarding the increase of this useful and deserving class. Without representation or political influence, identified with no party, though always true to their flag, the sailors have received little attention from our legislators. This is perhaps in partowing to the fact that no one department of the Government is clothed with special authority in regard to them. At an early day after the adoption of the Constitution, general dutirs respecting seamen were distributed among respecting seamen were distributed among several departments of the Government. The Treasury Department is entrusted with the navigation interest, and nominally with the care and protection of our seafaring men. The State Department, through our consuls abroad, is charged with the duty of providing for destitute American seamen in foreign ports. The Navy Department, which procures its naval recruits mainly which procures its naval recruits mainly The State Department, through our consuls from the merchant marine, has the care of enlisted seamen.

No one department is specially charged with the duty of attending to a class which, more than any other, needs the friendly and protecting care of the government. The interest and welfare are, consequently, almost wholly neglected, and from their roving life, liable to imposition when ashore, they become the victims of sharpers, who soon rob them of the wages they have earned while afloat.

Elsewhere in this report mention has been made of the importance of school-ships at the principal sea-ports, where boys may be received, educated and trained for aaval seamanship, and where their youthful ambition may be stimulated with the hope that by their exertions, and by propriety of conduct, they may enter the aca-

demy and become officers of the navy. This commencement will do much to elevate the character of the American sailor. While some of the apprenticed boys would doubtless enter and obtain honorable position in the merchant marine, most of them would with proper propurate mentions. ould, with proper encouragement, continue through life in the public service, or until age had incapacitated them for duty. A small pension after not less than twenty years' service for such as preferred it to support in the asylum already provided, would attach them to the government with which they would feel themselves identified. In his roving and unsettled life the sailor seldom accumulates property, and a pension of half his monthly wages to comfort declining age would be just after he has given his a perturbation. best years to his country.

Movements have been recently made

in behalf of their seamen by some of the maritime countries, which have become aware of the necessity of taking measures to retain the requisite complement of seamen for naval and commercial purpo

In our own country our best naval officers and intelligent merchants are interesting themselves in this subject, and Congress and the government cannot remain indifferent to it without putting in jeopardy our commercial and naval supremacy. But in or-der that the whole subject may be duly considered, and the best measures adopted for wise and intelligent legislation, there should be connected with the Navy Department properly organized bureau, which should have in charge the whole subject relating to seamen, not only the men-of-wars-men, but the shipped seamen of the mer-chant service. Such a bureau, with an intelligent and practical seaman of either the naval or merchant marine at its head, one who understands the existing evils, com-prehends the necessity of thorough and radical action, appreciates the growing wants of the country, and has the energy, industry and zeal necessary for the work, could mature a system which would constitute the basis of future legislative action and be of benefit to both the seamen and

the country.

The division of this and other incidents of the naval and commercial marine of the country among the off-rent departments tends to confusion, augmented expense, and inefficiency. It is a departure from the uniform practice and organization. of other maritime governments, all of which, far as known, place in the charge of their Marine Department all that belongs o their navigating interests. The adoption of such a plan here would secure that unity of action and purpose which is indispensable to the best and wisest administration. The duties of the Lighthouse Board, the great and important operations of the coast survey, and the revenue cutter service, which bring the naval power of the country to the aid of its financial and revenue system, are all legitimate branches of the administration of the Navy Degartment.

Ocean transportation for military purposes should be a naval duty, and the same may be said of the co-operation of our consuls in the protection of the protection of our seamen abroad, and providing for the return to our shores of those who are wrecked and found desti-tute. All these matters can be best regulated and most easily attended to by being placed under the supervision of officers familiar with all the exigencies and operations of the naval service, and who in the performance of their duties will act under he control of the department to which they belong.

OUTFIT FOR SEAMEN.

Complaint is made that at present prices, and with an inflated and fluctuating ourrency, the seamen find it difficult to procure their outfit on the wages they receive. It is a question whether the seamen, who, when on service, are confined to no particular lo-cality, but are constantly changing from port to port, and from one country to another, ought not always be paid in coin. It is important to them beyond any other class that they should receive their wages. in money of true standard value, which they can use abroad as well as at home, and that they should not be paid in a fluctuating pa-

per currency. It has been suggested that were an outfit of clothing to a specified amount, in the nature of a bounty, furnished each recruit on his enlistment, it would remedy to a considerable extent the difficulties which are experiened. There are many reasons in favor of this proposition. In the naval service of most countries, and in the arm of our own, the enlisted man receives his clothing in addition to his wages. If compelled; as he is at present, to furnish an outfit for himself, by an advance of wages, the sailor commences his services in debt, becomes dissatisfied, and not unfrequently deserts. It is therefore re-commended that clothing to a specific amount be furnished by the government to each sailor on his enlistment.

TIMBER LANDS.

Many years since the government adopted the policy of reserving from sale certain timber lands for "the sole purpose of supplying the timber for the navy of the United States." The lands thus reserved were placed under the control of this department, and are scattered through the States of Florida, Georgia, Mississippi and Louisiana, Agents were appointed, with salaries rang-ing from five hundred dollars to two thousand dollars per annum, with allowances for boat hire, horses, wagons, and other alleged expenses, to protect these lands from depredation. The agencies were con-tinued at considerable annual cost to the government, until the beginning of the re-bellion, when they were discontinued and they have not been revived since the in-

surrection was suppressed.

Measures for the preservation of the livecak were commenced as early as 1817, and
it was represented at that time that many of it was represented at that time that many of the trees had obtained their full growth. Yet it is not known any timber has ever been procured from these lands for the gov-ernment, but so far as ascertained, every stick of live oak which has been used by the navy has been purchased, and there is little doubt that much of it was out and ta-ken from the timber reservations which had for years been protected by government agents, at great annual expense to the gov-erment.

Since the restoration of peace, ineffectual search has been made for the maps and papers relating to these lands, but they have not yet been found. Whether they have been misplaced or were abstracted by those who had access to and charge of them, but who fied south at the commencement of the rebellion, cannot be stated. Some difficulty may be experienced in ascertaining the quantity experienced in ascertaining the quantity and precise locality of these reservations, but from what has taken place, it is evident that the policy of timber reservations with salaried agents to protect them, is a costly failure, and should be abandoned. The government has expe-rienced no inconvenience in procuring shipimber from private parties, nor is it apprehended that and embarrassment will occur from that source in the immediate future. Under these circumstances it is a question whether the government should not through the Land Office, resume possession of these reserved lands, and put them in market to be sold for general purposes.

NAVAL PENSION FUND. At the date of the last annual report, the naval pension fund amounted to nine mil-lion dollars. There has been added during the year he sum of two million seven hundred and fifty thousand dollars, making the aggregate at the present time eleven million seven hundred and fifty thousand dollars.

By law one half of the net proceeds of all prizes, when the captured vessel is of inferior force, is decreed to the United States, and it is enacted that all money thus according to the United States from the sale of the united states from the sale of the united states from the sale of the sale of the united states from the sale of the sale prizes shall be and remain forever." a fund for the payment of pensions to the officers. seamen and marines, who may be entitled to receive the same, and if the said fund [Continued on the Eleventh Page.]