

to be composed of nine officers of high rank, to select the number fixed by the act to be retained on the active list, the rest being placed on a supernumerary list, subject to be ordered to service only in time of war. The immediate creation of this supernumerary list is imperatively demanded if the naval service is to be properly conducted. While the intelligent, energetic, and zealous of the great mass of the naval officers are freely admitted, yet a certain proportion are not fit, or are likely to be ordered to important duty. Their number is not large, but they are an incubus upon the establishment.

The recommendations of one year ago for allowing all officers to the grade of rear admiral to be made by selection from the command or captain, and for abolishing the grade of commodore by confining it to the admirals, are still in force. The amount of sea service in each grade is recommended as a condition of promotion.

Various features of injustice in the arrangement of the navy list, which bear hardly upon particular groups of officers should be remedied. Advancement either in pay or in rank should go on by regular stages and never to include delay. It is recommended that the forty-five highest lieutenants, who have been nearly fourteen years in that grade, be immediately promoted; that the pay of the passed assistant surgeons be increased, according to length of service in that grade, and that the grade of junior ensigns be abolished, all graduates of the academy being placed in the regular commissions as ensigns. It is further recommended that naval cadets after leaving the academy be called midshipmen, and that the selection be made, discontinuing the appointment of mates, but applying the provisions of naval retirement to those now in the service.

Congress should be earnestly requested not to retain in the navy officers who have been dismissed for delinquencies or failures at examination. More demoralization to the service has resulted from such restoration than from all other causes.

In order that the proper control should be maintained in the government of our military and naval establishments, the secretary recommends the appointment in the navy department of an assistant secretary and a chief clerk, called directly from civil life, and paid suitable salaries.

The general views of the navy yard commission are deserving of consideration, yet they err in assuming that the United States will maintain a great and powerful navy and will need expensive docks, dockyards, and engine shops. Such has not been our policy. Moderate squadrons, although they should be composed of the best modern ships, can be built and maintained without hastening to make heavy expenditures for dockyards. We can afford to take full time to determine deliberately our policy as to the best method of constructing and repairing our ships, if, in the meantime, we close such shops as are not needed and check extravagance at those which are still used.

Much difficulty has been experienced in educating navy yard reformers, owing to the opposition of persons interested in the existing system, not only of engine shops, but also to concentration and economy in work. The assistance and specific directions of congress should therefore be sought and effectively accorded. The arguments and facts which show that reforms should be instituted are overwhelming. The change from wooden to steel ships of itself involves a revolution in methods of work. While but little more than thirty vessels in commission, only five or six have required repairs at one time, and, by distributing these among as many navy yards, the enormous organization and heavy expenditures at each yard have been lessened, and charged to the one ship then in hand, with results that published records have shown.

The government repair shops under the present system ought not to be intrusted with the work of constructing ships and engines. They must first be thoroughly reorganized, in such a way as to make all personnel and considerations from their management. We cannot afford to destroy the speed of our naval engines in order to make votes for a political party.

No charge of favoring private shipbuilding establishments should deter anyone from ascertaining that, until the navy yard workshops are managed on business principles and without regard to politics, the construction and repair of the new American navy should be discharged by their foremen and all their artisans according to their skill as mechanics and without caring for their political opinions or votes.

In pursuance of the act of congress and of reports of the inspection boards, forty-six vessels have been stricken from the navy register. Of these eight have been reserved for purposes for which they can be made useful or for future sale; eight others will be taken to pieces at the navy yards, as they cannot be advantageously sold; the remaining twenty-seven vessels, including the Florida, Tennessee, and Benicia, for which no bids were made, have been sold to the highest bidder, in accordance with the statute. Their appraised value was \$224,100, and they sold for \$284,703, an advance of \$54,653 over the appraised value. Sales at public auction of condemned stores and supplies have also been made at the navy yards, under the provisions of law, amounting to \$135,000.

The court of inquiry concerning the loss of the Jeannette has concluded its labors, and finds that there is no occasion to impute censure to any member of the expedition.

The reports of the chiefs of the bureau attest the intelligence and zeal with which all are laboring for the good management of the department and the improvement of the service. Criticisms have at times been freely made of the bureau system, which upon consideration seem unfounded. Advisory boards are unquestionable so long as their functions are limited to giving advice or negative criticisms. But attempts to establish a board of authority to govern the navy would destroy unity and vigor of action.

The report of the chief of the bureau of equipment and recruiting advises an increase in the number of apprentices allowed by law from 750 to 1,000, which is concurred in. The chief of the bureau of navigation recommends the adoption of the revised international regulations for preventing collisions at sea, the existing differences being likely at any time to cause a heavy loss of life and property.

It is urged that congress should appropriate the sum necessary for the erection of a new observatory building, for which a site has already been purchased, and also a specific sum for printing the nautical observations. It is recommended that a board of visitors to the observatory should be appointed.

The naval war records, although not so voluminous as those of the army, are equally important and valuable. It is desirable that provisions should be made to continue the work of preparing them for publication, and especially of collecting Confederate documents, which are likely in a short time to be lost or destroyed.

In order that the department may be supplied with the fullest and most accurate information as to the general progress of naval science in other countries, and the condition and resources of foreign navies, an office of naval intelligence has been established for the collection and classification of such information, and for its publication as far as may be advantageous and suitable.

Difficulty has been experienced by the bureau of ordnance in securing in this country steel forgings suitable for the large guns of the new cruisers. Opportunities have been given to all home manufacturers to furnish such forgings; some are being thus supplied, and some orders have been placed in England. It is the intention of the department to have in readiness the batteries by the time of the completion of the vessels, and for this purpose to make such purchases abroad as may be necessary. The report of the board has visited Europe for the purpose of observing foreign methods of producing heavy guns, and its report is expected shortly. The government should also in providing the means of manufacturing in this country modern high-power cannon, so that we shall not be dependent upon purchases in other countries.

It is recommended that the bureau of construction and repair and of steam engineering be consolidated into a single bureau, the most competent naval architect that can be found, whether among the officers of the navy or of civil life.

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- Extra Large Bassora Dates and New Prunells.
- French Prunes of unusual size, very fresh and fine, 20c; and Choice French Prunes at 11c a pound.
- Evaporated Peaches and Apples, fancy quality, at low rates.
- Preserves.—Peaches, Cherries, Blackberries, Damsons, Limes, Raspberries, etc., etc. Very rich, home-made goods, in attractive glass packages.
- Sweet Pickles.—Pears, Peaches, Apricots, Damsons, etc., etc. Exceedingly delicious.
- Jellies.—Various kinds Pure Fruit goods in glass, and a large lot of Red Currant Jelly in 1-gallon stone jars, sealed, only \$1.75.
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- Canned Fresh Fruits.—Peaches, Pears, Damsons, Plums, Cherries, Apricots, etc., etc., as also the Celebrated Chambers' Peaches for Cream.
- Nuts.—We have spared no pains to select the very best goods in this line, including the genuine PRINCESS PAPER-SHELL ALMONDS.
- Candy.—One thousand pounds of Choice FRENCH CREAMS and an attractive assortment of the richer goods—all warranted Strictly Pure.
- Fruits.—Fifty barrels SELECTED MALAGA GRAPES, 10c a pound, and 20c for Large Clusters.
- Florida Oranges.—Fifty boxes selected Stem-Cut, direct from the grove, 25c a dozen; largest bright fruit, 4c a dozen.
- Lemons.—The real, genuine Velvet-Skin Fruit—nothing like them in the city.

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Only 10 dozen Standard Tomatoes at \$1, if you buy a case of two dozen. We make this offer in the determination to attract customers to our new store at once.

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should be given the former rank of brigadier general.

The condition of the naval academy is satisfactory. From the naval cadets a company of their six year's course in June, 1883, were appointed through naval construction, seven ensigns, three assistant engineers, and ten second lieutenants in the marine corps. The remaining sixty-three, being surplus graduates, received a certificate of graduation, an honor's discharge, and one year's pay, a coming to the terms of the act.

The chief engineers claimed that they were not underpaid, and therefore were entitled to be retained. The opinion of the board, however, is clear that both cadets and assistant engineers were underpaid, and that the intention of congress was plainly to dismiss both. Although entitled to be retained in the personal disapproval, they should not be placed for life upon a permanent status. If the claim is not retained in congress should negative it by a vote of a majority.

The net amount available for the current expenses of the fiscal year was \$16,299,427.20, and the expenditures were \$2,735,357.79 less than the amount available therefor. The estimates for the fiscal year for the year ending June 30 are \$16,319,307.70. In addition, the appropriations required for completing the new cruisers are \$2,103,927, and for completing the monitors \$3,996,634.02, which, with the addition of \$1,319,400 for equipping the New York and Mohican, and four steel rifled guns, makes a total for the stores of the navy of \$7,430,087.74.

The secretary advises, as a measure of national defense, the creation of an interior line of water-ways across the head of Florida peninsula, along the coast of Florida to Hampton roads, between the Chesapeake bay and the Delaware, and through Cape Cod. To these should be added a railway from the mainland of Florida to Key West.

Authority is asked to establish additional sailing and naval stations at some or all of the following points: Samana bay, or some point in Hayti; Curacao, Santa Catharina, or some point in the West Indies; San Juan, in the Nan-hoo islands of Corea, and on the Atlantic and Pacific coasts of the Isthmus of Panama.

The report renews the recommendation that the navy should be employed to perform the work of the national government upon in direct connection with the ocean.

The light house administration, charged with the establishment and care of aids to navigation, including lighthouses, lightships, buoys, fog-signals, and sea-marks, forms a weak part of the treasury department which is strictly practical in character; which no one but a practical navigator is competent judge; which requires a kind of all round experience that the navy cannot furnish; and all the essential parts of which, excepting only the erection and repair of buildings and apparatus, are carried on at a time by naval officers. Being nautical operations, they should be supervised by the navy department.

The coast survey, originally established for the purpose of making hydrographic charts, of late years extended its functions in a very different direction—that of geodetic surveys in the interior. In making this extension, it has gradually abandoned the water survey to the navy until now the actual geodetic work which is absorbing its attention in this field is done almost exclusively by naval officers withdrawn for the purpose of the direction and control of their own department.

An extraordinary anomaly in legislation of the United States hydrographic office, and in the world but that of the United States; while the best naval surveyors are used by another department to perform a work under its supervision, the naval officers are now diverted in this manner from the direction of the navy; and a man, out of the 7,500 allowed to the navy, are now on board coast survey vessels. The existing office might properly continue a geodetic work which is absorbing its attention and its appropriations, while the hydrographic surveys on our coast, now performed by naval officers, under a naval inspector, in the office of the geodetic survey, will be carried on, like other hydrographic surveys, by the naval hydrographic office.

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