FACTS ABOUT THE FLEET.

The Iron and Wooden Walls of the Republic.

The Men Who Command and Man Them and the Pay They Get—What the Naval Register Shows Upon the Subject.

Brooklyn Eagle.

There has been a deal of talk in the last year about the alleged navy of the United States. Time was when that same navy was a thing to brag about, but that day has gone by, and a poor show our present fleet would make alongside of the monster floating castles which so lately brought the fortifications of Alexandria about the ears of Arabi Bey. Some of our vessels were alongside and there were queer yarns put about as to the seeming anxiety of the United States commander to have a spoon in that hot dish - curry, it might be called—which he has been at some pains to deny. However that may have been, the English at home were vastly pleased with the sympathy and applause which the Yankee sailors gave the British ships and seamen in that brush, although here at home there was a strong impression that the commodore had been making a fool of himself. The eighty-ton guns of the English fleet made short work of the fortifications, but the question arises: How would the American ships have made out if they had undertaken the job? We have men enough and officers who would have made as good a record for themselves as did the Englishmen. The Yankee navy may be very small in the matter of ships, but when it comes to officers and men, they will hold their own with any maritime power in the world. How much of a navy the republic really needs is a mooted question. That it should be better than it is may be said to be an axiom. We are not much in danger of a foreign war, and probably should have small use for such floating fortresses as the Thunderer or the Inflexible. Still the time might come when the want of them would be more than the worth of them. For swift, armored cruisers, doubtless, the country has a use, and the idea of naval improvement seems to run in that direction. No Robesons, however, should have charge of the job of getting them up. The great Powers of Europe have done a large amount of maritime experimenting in the past fifteen years by which we can profit. The torpedo service looms largely upon the horizon as a harbor defense Big as the Thunderer is, and massive as are her armored sides and turretted guns, a Whitehead torpedo or two would have "settled her hash," as the saying is, if they had ever got under her bows.

In view of all this discussion about the navy and naval affairs, the recent Register of the Navy of the United States, published by the Navy Department, issued from the government printing office at Washington, and showing the conditions of affairs down to July 1st of the current year, has an immediate interest. It is a pamphlet of eighty-one pages, and small though it is, affords considerable food for thought. It gives a list of the commissioned, warrant and volunteer officers, the officers of the marine corps and the State from which they hail, their present location, pay, etc., and also a list of the vessels of the navy, armament, condition and location.

A look at the personnel of the navy will be of interest. At the top of the list is William E. Chandler, secretary of the navy, with John W. Hogg as chief clerk. Then there are ten bureaus, each officered by a chief. These bureaus and chiefs are as follows:

Yards and Docks—Rear Admiral Edward T. Nichols.

Equipment and Recruiting—Commodore Earl English.

Navigation—Capt. Tohn G. Walker.

Ordnance — Capt. Montgomery Sicard.

Medicine and Surgery—Surgeon General Philip S. Wales.

Provisions and Clothing—Paymaster General Joseph a Smith.

Steam Engineering — Engineer chief, Wm H. Shack.

Construction and Repair—Chief Constructor, Theodore D. Wilson.

Judge Advocate General—Col. William B. Remy.

Commandant of Marine Corps—Col. Charles G. McCawley.

This composes the navy department.

THE PERSONNEL OF THE NAVY.

The navy is officered as follows:

Admiral—One, David D. Porter, who resides at Washington and is stated as on "special duty."

Vice Admiral—One, Stephen C. Rowan present duty superintendent of the Naval Observatory at Washington.

Rear Admirals—Eleven, as follows:

John T. Worden, president retiring board.

Edward T. Nichols, chief bureau yards and docks.

Robert H. Wyman, chairman lighthouse board.

George B. Balch, commanding Pacific station.

John M. B. Clitz, commanding Asiatic station.

Andrew Bryson, member retiring board.

J. W. A. Nicholson, commanding European station.

George H. Cooper, commanding North Atlantic station.

Pierce Crosby, commanding South Atlantic station.

J. Blakely Creighton, Morristown, N. J.

Aaron K. Hughes, Greenwich, N. Y.

This comprises the active list. The last two named are probably on waiting orders. Seven of the eleven rear admirals hail from the state of New York, and one each from the District of Columbia, Maryland, Michigan and Pennsylvania.

The active list of commodores includes twenty-five, and with two or three exceptions these are all on home duty, either as commandants of navy yards or on detached service in connection with some board or bureau. Of captains there are fifty on the active list of whom two, as chiefs of department bureaus, hold the relative rank of commo[illegible]

Next i[illegible] the commanders, of whom [illegible] active [illegible] or bureaus, or are on waiting orders. The active list of lieutenant commanders numbers eighty, who are distributed in about the same manner.

Next in order come the lieutenants, of whom there are 280 on the active list.

The next rank is master, and of these there are 100 one the active list. Of ensigns, who are next in rank, there are also 100 on the active list. Next are the midshipmen, of whom there are 91 on the active list. Then come the cadet midshipmen, who, having passed the requisite academic course, are now performing two years' service at sea prior to final graduation. The number assigned to different vessels is of interest. For instance, the Tennessee, the flagship of the North Atlantic squadron, and ranking as serviceable, first rate, has ten cadet midshipmen. The same vessel has only one midshipman. The Lancaster, second rate, the flagship of the European squadron, has two midshipmen and fourteen cadet midshipmen aboard. Quite a number of the midshipmen are attached to the different training ships.

The Medical Corps has 15 medical directors with the relative rank of captain; 15 medical inspectors with the relative rank of commander; 36 surgeons with the relative rank of lieutenant commander, and 14 with the relative rank of lieutenant; 20 passed assistant surgeons with the relative rank of lieutenant, and 52 with the relative rank of master. There are 14 assistant surgeons with the rank of ensign.

The pay corps numbers 13 pay directors ranking as captains, 13 pay inspectors ranking as commanders, 50 paymasters ranking as lieutenant commanders, 15 past assistant paymasters ranking as lieutenants and 15 ranking as masters, and 18 assistant paymasters ranking as ensigns.

Of the engineer corps there are 10 chief engineers ranking as captains, 15 ranking as commanders, and 45 with the rank of lieutenant commanders; of the passed assistant engineers 82 rank as lieutenants and 17 as masters; there are 11 assistant engineers ranking as masters and 51 ranking as ensigns; there are 62 graduate cadet engineers.

"HOLLY JOES."

In Jack's vernacular a clergyman is known as a "Holly Joe." There are 23 chaplains on the active list, 4 ranking as captains, 7 as commanders, 6 as lieutenants and 6 simple chaplains.

There are 3 professors of mathematics ranking as captains, 1 detailed as superintendent of the Nautical Almanac, and 2 at the naval observatory; professors rank as commanders and 4 lieutenants; there are 2 secretaries, 1 for the admiral and 1 for the vice admiral.

There are 11 naval constructors, 1, by virtue of his office of chief of the bureau of construction, holding the relative rank of commodore, 2 as captains, 2 as commanders and 6 as lieutenants; there are 6 assistant naval constructors ranking as masters; there are 10 civil engineers graded from captain down to lieutenant.

The warrant officers begin with boatswains, of whom there are 53 on the active list; next gunners, 51; then carpenters, 54; sailmakers, 37, and mates 40.

In the Naval Academy at Annapolis there are 135 cadet midshipmen—38 in the first class, 32 in the second, 40 in the third and 25 in the fourth. Of cadet engineers there are 64, of whom 25 are in the first class, 25 in the second and 24 in the third class.

The boards of special service are the lighthouse board the board for the examination of officers for retirement, the board for the examination of line officers for promotion, the signal corps, the lighthouse inspectors, the torpedo corps, the nautical almanac and the board of inspection. Then there are the coat and geodetic surveys, in which six steamers and five schooners are employed. The active list from admiral down numbers 1,856 commissioned and warrant officers.

THE RETIRED LIST.

The law provides that after forty-five years' service, or after reaching the age of 62 years, an officer may be retired. The retired list numbers as follows: Rear admirals, 33; commodoes, 12; medical directors with rank of commodoes, 14; with rank of captain, 5; pay directors, with rank of captain, 9; chief engineers, 2; chaplains, 7; professors of mathematics, 6; naval constructors, 6; chief engineers, 3; boatswains, 9; gunners, 4; carpenters, 9; sailmakers, 7.

Of those retired on their own application after forty years or more consecutive service there are: Real admirals, 9; commodores, 2; captains, 1.

Retired from wounds or Incapacity resulting from injuries incident to the service, or sickness: Commodores, 2; captains, 2; commanders, 5; lieutenant commanders, 9; lieutenants, 5; other grades, 80.

Then comes another class retired under the act of April, 1864, as not recommended for promotion. In this class there are twenty-one, ranking from ensign to commodore. Under another grade there are forty-one, of all ranks, from commodore down to be boatswain.

Total retired list, 303.

THE MARINE CORPS.

The marine corps is officered by 1 colonel commandant, with a general staff of 5 officers, 1 colonel, 2 lieutenant colonels, 4 majors, 20 captains, 30 first lieutenants, 14 second lieutenants. The retired list numbers 13.

THE PAY RECEIVED.

The rate of pay is an interesting thing, and the pay table shows the rate received from the admiral down. The pay is graded to the officers with reference to whether they are at sea, on shore duty or on leave or waiting orders. The admiral receives $13,000 per annum, no matter where, whether afloat or ashore. The vice admiral gets $9,000 at sea, $8,000 on shore duty, and $6,000 on leave or waiting orders. Rear admirals, under same conditions and in the orders named, $6,000, $5,000, $4,000; commodores, $5,000 $4,000, $3,000; captains, $4,500, $3,500, $2,800; lieutenant commanders get $2,800 at sea the first four years of service and $3,000 thereafter, and the pay drops $400 if on shore duty, and $400 more if on leave; lieutenants get $2,400 the first five years and $2,600 thereafter. Their pay also drops $400 if at home. Masters get $1,800 and $2,000, according to length of service. Their pay runs down by $600 if not at sea. [illegible] get $1,200 and $1,400; the drop scale in their case is at the rate of $200. Midshipmen get $1,000 at sea after graduation, and cadets $500 at the academy at sea on other than practice ships. The chief medical and pay officers get $4,400; so do fleet surgeons, fleet paymasters and fleet engineers. Surgeons, paymasters and chief engineers get from $2,800 to $4,200 at sea, according to length of service. Past assistant surgeons, paymasters and engineers from $2,000 to $2,200; naval constructors from $3,200 to $4,200, according to length of service; assistant naval constructors from $2,000 to $2,600; chaplains from $2,500 to $2,800. professors of mathematics and civil engineers, from $2,400 to $3,500; boatswains, gunners, carpenters and sailmakers, from $1,200 to $1,800 according to length of service. The seamen are paid according to rate and whether they are mates to gunners, boatswains, carpenters, etc. Seamen get $21.50 per month; ordinary seamen, first class, $17.50, and second class $15.50.

THE VESSELS.

Here is where the lamentable showing comes in. Of wooden steam vessels that are serviceable there are, first rate, 1; second rate, 14; third rate, 22 (of which 4 are iron vessels); fourth rate, 4. The one first rate mounts 22 guns; second rates, from 9 to 22; third rates, from 4 to 8; fourth rates, from 6 to 8. Most of these vessels are on various stations and a few are under repair. There are two torpedo rams.

Of vessels requiring extensive repairs there are 5 first rates, including the New York, which has never left the stocks. Seven first rates are unserviceable, and this includes 3 that have never left the stocks, like the Java at this navy yard here; 5 second rates, 5 third rates and one fourth rates are also unserviceable. The iron vessels comprise a lot of old monitors. Of these there are thirteen that are called serviceable, all in Virginia waters. Seven others require extensive repairs, and this includes the craft like the Puritan, built by John Roach, and about which Robeson had been so busy. Then there are four that are unserviceable, of which three, like the Colossus in the Brooklyn Navy Yard, have never left the stocks, and are rotting down thereon. There are twenty-five steam tugs belonging to the navy, one being marked as unserviceable, eleven of them are iron boats and only one of them carries any guns, viz: four howitzers.

Of wooden sailing vessels there are four second rates. One is on the stocks, another, the Vermont, is the receiving ship here and is good for nothing else; another is the apprentice training ship, and the fourth is laid up. Of third rates there are first-class—six, including the old Constellation and Constitution; second class—8, including the school ship, St. Marys, and fourth rates five. For combative uses these sailing vessels are simply absolutely useless. The figures given above comprise the whole navy.

Liver diseases, headache, and constipation, caused by bad digestion, quickly cured by Brown's Iron Bitters.

LIST OF LETTERS

Remaining in Postoffice during the week ending September 16, 1882.

GENTLEMEN.

Ashby James W	Atwood S M
Brarier A	Bailes H W
Briggs H A	Blackwell H B
Baker Chas N	Brown Ed
Ballenberg A A	Brothers Bagnel
Bristenfer F J	Benson Silas F
Couniff J M	Cleary Frank A
Comingore Frank	Cunningham George
Cunningham Wm H	Clovelour George
Clutch Charley	Coleman C D 2
Cressler Elina	Clough W F
Casey John	Christensen T—3
Dodge H A	Dudley W B
Dixron J S	Dry Lew
Davis Daniel A	Docken A L
Daniels C C	Douchul Chas
Dunn Jacob	Dorr E
Edwins Ed	Ernst C J
Fischer Wm	Foster Matt
Francisco Harry	Frazey Dr
Findley E C	Gorden Charley
Frefe E	Gerhard E R
Gillett Ed	Goff H C
Ggor Slnoko	Hubbard M S
Hallarow J L	Hight J A
Hansen Hans	Hesten James S
Hutchinson A D	Hart Charley
Kitchen Ambrose	Klare W R
Kallgrew Cloy	Kenney Geo
Kohan Ssak	Kirk Jas Jr
Keller E	Koster George
Klsns G	King Albert
Kilroy Bruno	Linson Seyman
Lucas Billy	Larsson T
Larson P	Larson Lewise
Logan T M	Mielke B F
McKinnon M	McKray Geo
McLean Thos	McGul Mathew
Murphy Mathew	Morrisey Pat
Mattern Philip	Minshall Geo K
Mead Henry	Moss Henry
Mills J S	Murray J F
Montgomery Jas M	Hosendoffen P
Nichol A	O'Connor S
Pehrsen J	Persson J
Poleny W	Puramiderna Mr
Ritchie C	Richards J H
Riley R F	Roundtree S T
Russell W M	Rhoades W G
Roberts G	Roberts B
Rothnell J	Reashaw L H
Richards W	Saunders W—2
Schressbach A D	Sundenen A
Sharp F	Shepard F E
Schultz F E	Schwarz J
Sirak M S	Smith C B
Squires A	Seymore A
Seymour W F	Symonds J J
Shinn B H	Slater A T
Thorne J	Thomas H
Tommerson E	Timmerson E R
Thompson W G	Tarpley J J
Todd J A	Thompson R W
Vroony D	Wittorff F
Ware S M	Wheeler O
Wyscarver T J	Walker C H
Webster C R	Wegner C

LADIES.

Arnesen Miss E	Anderson Miss N
Butler Mrs M	Bingman Miss K
Blonchard Mrs L	Bishoff Mrs A C
Barnum Mrs W H	Baker Mrs M
Brooker Mrs S	Bohanan Mrs S E
Briner Mrs H	Bryner Miss H
Butterfield Mrs A	Bormann Mrs G
Chappelles Miss L	Cloud Miss K
Childs A	Coton Mrs W
Davis Miss A—2	George Miss E
Hide Mrs H	Hagerty K
Hopkins Mrs E—2	Henderson Miss A
Halquest J	Inskeep Miss M
Irvine C B	Kendall Miss E
Keith Mrs C	Lloyd Miss I
Lowes Mrs	Lott Miss L
Liby Miss M	Mikkelms Miss J
Macking Miss K	McKinney Miss S
Madison Mrs M	Melgam Miss E
Marcum Mrs W H	O'Neal Mrs M
O'Neal Mrs M	O'Connor Mrs F
Olsson Miss A	Phelps Mrs B
Petterson Miss J H	Straaska P A
Smith Miss L V	Smith Miss M
Struter Miss I M	Swanson Miss T
Sinclair Mrs T	Taylor Mrs A
Townsend Miss L	Vandoosen Mrs A
Wallace Mrs L J	Wilkinson Mrs M W
Werd Miss H	

THOS. F. HALL, Postmaster.

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Logansport, Ind. Dec. 1, 1880.

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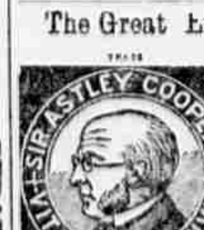

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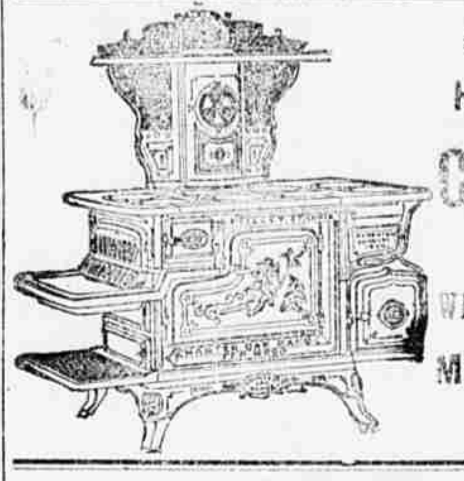

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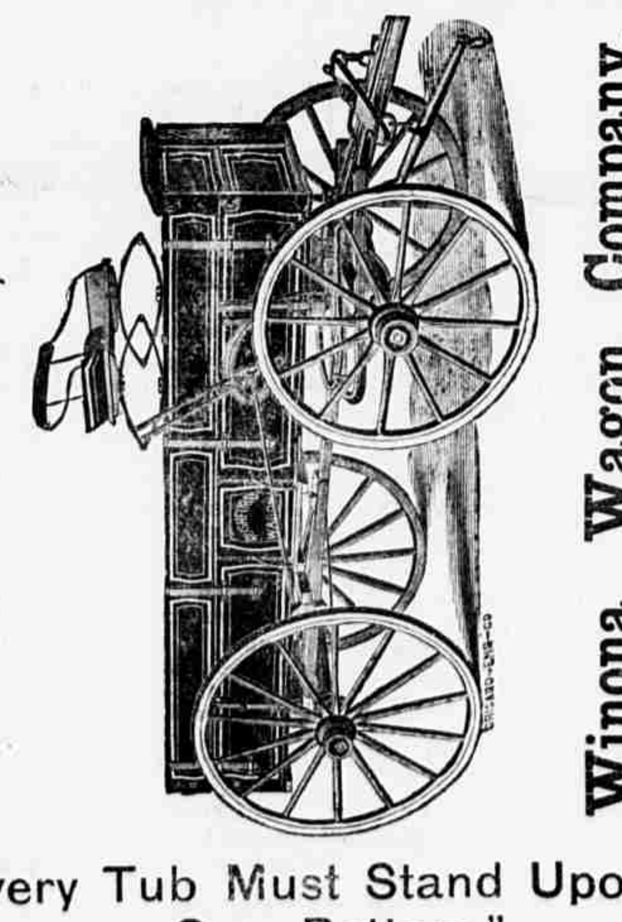

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