

LETTER

FROM

THE SECRETARY OF THE NAVY,

TO

*Hon. R. V. Hayne, Chairman of the Committee on Naval Affairs,
covering a plan for a Navy Peace Establishment.*

FEBRUARY 18, 1830.

Read on the table by Mr. Hayne, and ordered to be printed.

NAVY DEPARTMENT,

February 16th, 1830.

SIR: I have the honor, in further compliance with your call, to submit herewith, a bill which proposes to reduce the officers of the Naval Corps to the number mentioned therein; which number is designed to be regarded as the lowest to which the wants of the naval service will at present permit it to be carried, or as the minimum of a Peace Establishment.

The objects proposed to be attained by this bill, are, to diminish this body to something like the number actually required for the command of the vessels of war, and other purposes of the service; to relieve the Navy from that portion of its officers who are deemed to be least useful for the important objects to be effected by it; and to introduce a system which may tend in an important degree, to economise the expenditure for its support.

The task imposed on the Executive by that portion of the bill which proposes a reduction in the number of the officers belonging to the corps, is by no means an enviable one; but it is demanded by the best interests of the Navy and the nation, and ought not to be shrunk from.

Annexed is an exhibit of the number of officers at this time on the rolls of the Navy, the minimum proposed by the bill, the number of each grade which the bill would discharge from the service, the present rate of pay, and that proposed in lieu of it, and the saving that will be produced by the reduction in the number of officers.

The bill also provides, should the exigencies of the service demand it, that the President shall be vested with the power of adding to the corps, by promoting such number of officers as may increase it to the maximum num-

ber proposed therein, and which number it is believed will be equal to the command of as many ships of war as will be required to be put in commission, unless some change should take place in our maritime relations with other Powers, not at present anticipated. It also proposes to invest the President with the power of making the reduction in such manner as he may think will best promote the interests of the Navy; but it is designed that this process shall be effected with the aid and advice of a Board of Navy officers, to be appointed for that purpose, whose high standing, and acquaintance with the characters of the different officers who are to be the subjects of the regulations proposed by the bill, will justify the expectation, that the selections will be made with strict regard to the respective merits of the individuals.

In assigning reasons in support of the contemplated reduction of the number of officers now in the service, reference is respectfully made to the report from this Department, to the President of the United States, of the first of December last, in which the plan of a Peace Establishment is suggested as a measure essential to its prosperity and welfare.

In addition to the arguments therein afforded in support of the proposition, it may be added that manifest evils arise from the number of officers now in service—more than can be usefully employed therein.

It seems to be a point agreed upon by all experienced naval officers, that lieutenants and midshipmen should be kept, as much as possible, on duty afloat, and in the line of their profession. To effect this, it has heretofore been the practice to crowd them into ships of war, where the duties, divided amongst so many, demand but a small share of their attention, and they fail to acquire those habits of diligent and undivided attention to the objects in which they are engaged, which are indispensable in forming the character of an officer.

When not on duty afloat, under the circumstances just mentioned, they are permitted, by leave of absence, to retire amongst their friends, in the country, or in cities, where, in putting off the uniform, they often put off the officer, and contract habits of idleness or dissipation; or they are stationed, in unnecessary numbers, at the Navy Yards, where, having little to incite them to the steady performance of duty, they often adopt courses every way unfriendly to their future improvement and excellence in their profession. Such are among the ill consequences which naval men of experience have seen to result from an excess in the number of officers retained in service, beyond the ability of the nation to keep in useful employment, in the line of their profession.

There are, doubtless, many officers of the Navy, who have, from being long subjected to toils and exposure incident to a mariner's life, and the encroachments of the decrepitude of old age, become incapable of rendering the efficient services demanded by naval duty and discipline. Whatever title they may have to the gratitude of their country, and to such provision as will render the remnant of their lives a period of tranquillity and comfort, they can have no claim to be retained on the list of those to whom are confided the active and arduous duties of sustaining the maritime power and glory of their country.

In the Army of the United States this principle of reduction has been resorted to on several occasions, and, it is said, always with advantage to the efficiency of that arm of the national defence, and with a great diminution in the expenditure for its maintenance. Why should not a similar course

be pursued in the Navy, when causes even more cogent and imperative prompt the measure?

In the report made to the President of the United States, before referred to, some few remarks were offered on the justice and expediency of placing the naval officers on a footing with the officers of correspondent grades in the Army, with respect to compensation for their services. In support of this proposition it has been urged "that the commanders of the American Navy are often involved in expenses of serious amount, arising from the very nature of the duties imposed on them by the Government." That "they are subjected to trials by courts martial, for real or supposed violations of the laws of nations, by themselves, or those placed under their command, and even though acquitted, compelled to encounter consequent expenses, equal in amount to all the pay they have received from the nation, for the period of their command. Of the labors attaching to them, it may be said that there is no situation under the Government by which they are surpassed. To them their fellow-citizens abroad fly for protection when oppressed, for aid and release when incarcerated in foreign dungeons, and for charity when in distress; they are expected to treat with liberal hospitality, not only the officers of their own ships and squadrons, but to reciprocate the polite attentions and hospitality of foreign officers and Governments."

To meet all these demands upon their liberality and pride of country, the Government at present grants them the meagre allowance of only two dollars per day in rations.

"When it is considered that scarcely any officer can be expected to reach the period which gives him the command of a national ship of war, without having his expenses increased by a family at home, with the consequent expenses necessary for the education of his children, and not unfrequently in giving protection to his fellow-citizens, and their property, in places besieged," his expenses are multiplied to an enormous degree by the restrictions imposed on intercourse with the sources of supply; it becomes apparent, that the compensation made to those officers is inadequate to their necessary support, and below that to which persons holding their high trusts may be considered to be justly entitled.

The bill further provides, that there shall be added two grades of rank in the Navy, in advance of those which have heretofore been authorized by law.

The proposition embraced by this feature of the bill is one of great interest to the character and discipline of the Navy and, it is hoped, will receive the favorable consideration of Congress.

In support of it, I would respectfully refer to the paper accompanying this, marked A, containing an extract from a communication, made by an experienced officer of the Navy to this Department, in answer to a call upon him on this point, which presents views in relation to it, derived from sources that none but nautical men could have access to, and which seem to carry with them strong claims to a share in the deliberations of the committee.

After the full exposition which is contained in the communication referred to, it cannot be necessary to urge much more in support of the opinions therein advanced. I would, however, only add, that the distinction which the title of Admiral confers, is granted to the commanders of all the navies of other nations, wherever such institutions have flourished; that, to this distinction, the American officers have as fair a claim as those in any other service; that it will ensure to the commanders of our squadrons in foreign ports, and on foreign stations, that respect which is readily rendered to rank,

but never to mere merit; and that it will present to the rising officers of the Navy a point of elevation and honor to be aimed at, but which can only be attained by eminent gallantry and distinguished good conduct.

I have the honor to be,
Very respectfully, Sir,
Your obedient servant,

JOHN BRANCH.

The Hon. ROBERT Y. HAYNE,
Chairman of the Committee on Naval Affairs—Senate U. S.

AN ACT to reorganize the Navy of the United States.

SEC. 1. *Be it enacted, &c.* That the Officers of the Navy of the United States shall consist of not less than

One Vice Admiral,
Two Rear Admirals,
Thirty Captains,
Thirty Masters Commandant,
Two hundred Lieutenants,
Four hundred Midshipmen, including those who have passed examination;
Thirty-five Surgeons,
Fifty Assistant Surgeons,
Thirty-five Pursers,
Ten Sailing Masters,
Twenty-four Boatswains,
Twenty-four Gunners,
Twenty-four Carpenters, and
Twenty Sail Makers;

And the President of the United States is hereby authorized and required to reduce the number of officers, at such time or times, within the present year, as he may judge expedient, so that the number of each grade shall not exceed the number herein provided for.

SEC. 2. *And be it further enacted,* That the President of the United States be, and he is hereby, authorized, whenever the public service may, in his judgment, require it, to increase the number of each of the classes of officers, below the rank of Rear Admiral: *Provided,* the number of the respective classes shall in no case exceed the following; that is to say:

Forty Captains,
Fifty Masters Commandant,
Two Hundred and Fifty Lieutenants,
Five Hundred Midshipmen, including those who have passed examination;
Forty-five Surgeons,
Sixty Assistant Surgeons,
Forty Pursers,
Thirty Sailing Masters,
Thirty-five Boatswains,
Thirty-five Gunners,
Thirty-five Carpenters, and
Thirty Sail Makers.

SEC. 3. *And be it further enacted,* That the following shall be the shore pay, or the pay of officers when not employed in actual service at sea; that is to say:

The Vice Admiral, four thousand five hundred dollars per annum.

Each Rear Admiral, four thousand dollars per annum.

Each Captain, two thousand five hundred dollars per annum.

Each Master Commandant, one thousand six hundred dollars per annum;

And the pay of all other officers shall be as heretofore fixed by law.

SEC. 4. *And be it further enacted,* That the following shall be the sea pay, or the pay of officers when employed in actual service at sea; that is to say:

The Vice Admiral, six thousand dollars.

Each Rear Admiral, five thousand five hundred dollars.

A Captain, commanding a squadron of two hundred guns and upwards, five thousand five hundred dollars.

A Captain, commanding a squadron mounting less than two hundred guns, four thousand five hundred dollars per annum.

A Captain, commanding a ship of the line, four thousand dollars per annum.

A Captain, commanding a frigate of the first class, three thousand five hundred dollars per annum.

A Captain, commanding a frigate of the second class, three thousand two hundred dollars per annum.

A Master Commandant, two thousand five hundred dollars per annum.

A Lieutenant, commanding a brig or schooner, or acting as first Lieutenant of a ship of the line, one thousand six hundred dollars per annum.

A first Lieutenant of a frigate, one thousand four hundred dollars per annum.

A first Lieutenant of a sloop of war, one thousand three hundred dollars per annum.

A first Lieutenant of a brig or schooner, one thousand two hundred dollars per annum.

A Sailing Master of a ship of the line, nine hundred and fifty dollars per annum.

A Sailing Master of a frigate, nine hundred dollars per annum.

A Boatswain, Gunner, Sail Maker, or Carpenter, of a ship of the line, seven hundred dollars; of a frigate, six hundred dollars; of a sloop, five hundred dollars per annum.

A Purser of a ship of the line of the first class, two thousand eight hundred dollars; of a ship of the line of the second class, two thousand five hundred dollars; of a frigate, two thousand dollars; of a sloop of war, one thousand six hundred dollars; of a brig or schooner, one thousand three hundred dollars per annum.

Which compensations to the Purser shall be paid to them in lieu of all perquisites, emoluments, and profits, heretofore allowed to them; and the pay of all other officers shall be as heretofore fixed by law.

SEC. 5. *And be it further enacted,* That to each officer who may, under this act, be discontinued on the rolls of the Navy, there shall be allowed—

SEC. 6. *And be it further enacted,* That the President of the United States be, and he is hereby, authorized to cause such rules and regulations, not inconsistent with existing laws, as he may judge expedient for the government of the Navy—for the promotion of discipline and economy—and

the observance of duty in all classes—and for securing the faithful application of the funds appropriated for the Navy, to be prepared; and such rules and regulations, when approved by him, and sanctioned by Congress, shall have the force of law. And to enable the President to carry this provision into full effect, he is hereby further authorized to convene, at such time and place as he may judge expedient, a Board of Navy Officers, of professional experience and intelligence in all branches of the service, and require of such Board carefully to investigate and report fully upon the subject; which Board shall consist of not less than — nor more than — officers of the Navy.

FEBRUARY, 1830.

We have now in service—3 frigates of the first class,
1 frigate of the second class,
11 sloops of war, and
3 schooners.

The following table shews the number of officers at this time on the rolls of the Navy; the minimum number proposed by the bill, and the number of each Corps which the bill would discharge from the service, or appoint.

	Number on the rolls.	Number proposed by the bill.	Number to be discharged.	To be appointed.
Captains - - - -	37	30	7	
Masters' Commandant - -	34	30	4	
Lieutenants - - - -	258	200	58	
Midshipmen - - - -	476	400	76	
Surgeons - - - -	39	35	4	
Assistant Surgeons, & Acting Assistant Surgeons - - - -	58	50	8	
Pursers - - - -	42	35	8	
Sailing Masters - - - -	45	10	35	
Boatswains - - - -	32	24	8	
Gunners - - - -	32	24	8	
Carpenters - - - -	25	24	1	
Sailmakers - - - -	18	20	-	2

Officers of rank proposed by the bill to be appointed:
1 Vice Admiral,
2 Rear Admirals

The following shows the increase of pay proposed by the bill, in the case of each officer.

	Present pay per annum.	Proposed pay.	Increase in each case.
<i>Sea Pay.</i>			
Captain commanding a squadron -	\$2,660 00	\$4,500 00	\$1,840 00
Captain commanding a ship of the line	1,930 00	4,000 00	2,170 00
Captain commanding 1st class frigate	1,930 00	3,500 00	1,570 00
Captain commanding 2d class do -	1,930 00	3,200 00	1,270 00
Master Commandant -	1,176 25	2,500 00	1,323 75
Lieutenant commanding a schooner,	1,176 25	1,600 00	423 75
1st Lieutenant of a ship of the line -	965 00	1,600 00	635 00
1st Lieutenant of a frigate -	965 00	1,400 00	435 00
1st Lieutenant of a sloop -	965 00	1,300 00	335 00
1st Lieutenant of a schooner -	965 00	1,200 00	235 00
Master of a ship of the line -	662 50	950 00	287 50
Master of a frigate -	662 50	900 00	237 50
Boatswain, or gunner, or carpenter, or sailmaker of a ship of the line -	422 50	700 00	277 50
Do of a frigate -	422 50	600 00	177 50
Do of a sloop -	422 50	500 00	77 50
Purser of a ship of the line, 1st class	662 50	2,800 00	2,137 50
Do of a do 2d class	662 50	2,500 00	1,837 50
Do of a frigate -	662 50	2,000 00	1,337 50
Do of a sloop -	662 50	1,600 00	937 50
Do of a schooner -	662 50	1,300 00	637 50
<i>Shore Pay.</i>			
Captain -	1,930 00	2,500 00	570 00
Master Commandant -	1,176 25	1,600 00	423 75

In the present state of the service, the bill would have the effect of increasing the pay of the following number and description of officers.

Having four squadrons, each Captain commanding a squadron less than 200 guns, would receive 1,840 dollars, in addition to the pay now allowed by law.

1 Captain commanding a frigate of the 2d class, would receive	\$1,270 00
11 Masters Commandant commanding sloops, would receive, each	1,323 75
3 Lieutenants commanding schooners, each	423 75
4 First Lieutenants of the 4 frigates, each	435 00
11 First Lieutenants of the 11 sloops, each	335 00
3 First Lieutenants of the 3 schooners, each	235 00

Sea Pay.

4 Masters of frigates, each	237 50
4 Boatswains, 4 gunners, 4 carpenters, and 4 sailmakers of frigates, each	177 50
11 Boatswains, 11 gunners, 11 carpenters, and 11 sailmakers of sloops, each	77 50
4 Pursers of frigates, each	1,337 50
11 Pursers of sloops, each	937 50
3 Pursers of schooners, each	637 50

15 Captains, shore pay, each - - - - 570 00
 7 Masters Commandant, shore pay, each - - - - 423 75
 The pay of Commandants, and Masters Commandant of yards, and the
 Masters Commandant of recruiting stations, is not increased by the bill.

A.

Fiscal effect of the proposed bill.

The reduction in the number of officers will produce the following annual
 diminution of expense, viz:

7 Captains of the Navy,	-	\$ 1,930 00	-	\$ 13,410 00
4 Masters Commandant,	-	1,176 25	-	4,705 00
58 Lieutenants,	-	965 00	-	55,970 00
76 Midshipmen,	-	318 25	-	24,263 00
4 Surgeons, say,	-	1,000 00	-	4,000 00
8 Assistant Surgeons, say,	-	600 00	-	4,800 00
8 Purser,	-	662 50	-	5,300 00
35 Sailing Masters,	-	662 50	-	23,187 50
8 Boatswains,	-	422 50	-	3,380 00
8 Gunners,	-	422 50	-	3,380 00
1 Carpenter.	-	-	-	422 50
				<u>\$ 142,818 00</u>

B.

The proposed increase will cost, annually, as follows:

1 Vice Admiral,	-	-	-	\$ 4,500 00
2 Rear Admirals,	-	\$ 4,000 00	-	8,000 00
4 Captains commanding squadrons,	-	1,840 00	-	7,360 00
1 Captain second class frigate,	-	-	-	1,270 00
15 Captains, shore pay,	-	570 00	-	8,550 00
7 Masters Commandant, shore pay,	-	423 75	-	2,966 25
11 Masters Commandant, sea pay,	-	1,323 75	-	14,561 25
3 Lieutenants commanding schooners,	-	423 75	-	1,271 25
4 First Lieutenants of frigates,	-	435 00	-	1,740 00
11 First Lieutenants of sloops,	-	335 00	-	3,685 00
3 First Lieutenants of schooners,	-	235 00	-	705 00
4 Masters of frigates,	-	237 50	-	950 00
4 Boatswains, 4 Gunners, 4 Carpen- } ters, and 4 Sailmakers of frigates, } say 16,	-	177 50	-	2,840 00
11 Boatswains, 11 Gunners, 11 Car- } penters, and 11 Sailmakers, of } sloops, say 44,	-	77 50	-	3,410 00
4 Purser of frigates,	-	1,337 50	-	5,350 00
11 Purser of sloops,	-	937 50	-	10,312 50
3 Purser of schooners,	-	637 50	-	1,912 50
Add 2 Sailmakers to the roll,	-	422 50	-	845 00
				<u>81,028 75</u>
	Deduct	-	-	800 00
				<u>\$ 80,228 75</u>

In the preceding statement, an annual increase of pay is allowed to four Captains commanding squadrons, at \$ 1,840 each; that being the difference between the *legal* pay of a Commodore, (\$ 2,660), and the proposed pay, (4,500). It has however been usual, of late years, to allow a Commodore \$ 2,000 per annum in addition to the \$ 2,660; hence, if this be taken into consideration, instead of the bill increasing the expense in this particular, it would actually diminish them \$ 160 in each case, or \$ 640 in the four cases.

The increase in the pay of Pursers, amounting in the aggregate to \$17,575, will be more than saved by the arrangement proposed with respect to Pursers. They have heretofore been allowed to charge certain per centages upon slops and other articles sold to the crews. This practice it is proposed to discontinue; and the substitute is, to add 10 per cent upon the slops issued to the crew: this 10 per cent. will be paid to the Government, and thus a saving will arise certainly more than equivalent in amount to the increase of pay proposed for the Pursers; while the crews to whom the articles are issued, getting them at reduced prices, will derive an advantage calculated to render the service more agreeable and popular with them.

These considerations, which fairly belong to the estimate, will reduce the amount of the preceding statement, \$ 24,935; so that the proposed increase will actually cost only \$ 55,293 75; which sum deducted from the amount of the proposed reduction, viz: \$ 142,818, will show an annual saving of, \$ 87,524 25. Thus—

Amount A,	-	-	-	\$ 142,818 00
Deduct B, as explained above,	-	-	-	55,293 75
				\$ 87,524 25

The following table shows how much the expense, annually, of each ship of each class, cruising singly, would be increased by the proposed bill:

	SHIPS OF THE LINE.		FRIGATES.		SLOOPS.	SCHOONERS.
	1st Class.	2d Class.	1st Class.	2d Class.		
Capt. or Com'dr	2,170 00	2,170 00	1,570 00	1,270 00	1,323 75	423 75
1st Lieutenants	635 00	635 00	435 00	435 00	335 00	235 00
Sailing Masters	287 50	287 50	237 50	237 50		
Boatswain -	277 50	277 50	177 50	177 50	77 50	
Gunner -	277 50	277 50	177 50	177 50	77 50	
Carpenter -	277 50	277 50	177 50	177 50	77 50	
Sailmaker -	277 50	277 50	177 50	177 50	77 50	
Purser -	2,137 50	1,837 50	1,337 50	1,337 50	937 50	637 50
	6,690 00	6,390 00	4,490 00	4,190 00	2,906 25	1,296 25

EXTRACT A.

“The fact, that the Navy of the United States should have existed for upwards of thirty years, without any rank above that of Captain, is a circumstance which excites the surprise of all, and the regrets of many. When a peace establishment assigned the Navy very narrow limits; the necessity for higher rank, with a view to actual service in fleets or squadrons, was not very great; but a just policy would not have diminished the utility of it on that account: for even then, the Navy contained several gallant men, who had contributed by their skill, valor, and patriotism, to establish the independence of our country. Early in our Revolutionary war, they were appointed Captains: in wars of more recent date, they were Captains; and in later years, when the scenes of life were about to close around them, they were still found “to be Captains in the Navy.”

“Is it inexpedient in this arm of our national defence, because the Navy is more limited in force and numbers, than some of the maritime Powers of Europe? The contrary policy, it would seem, ought to be adopted; the attention and respect, which it fails to command, through a want of force or numbers, should be made up to it, by the rank and value of its appointments. Occasions might occur, as have already occurred, where the co-operation with a foreign force, employed for the same objects, would be desirable; this could not take place, in consequence of the lowness of the grade, or rank, of the American commander. Opportunities would thus be lost of effecting valuable results, by the combined efforts of the forces employed by two friendly Powers; the inequality of rank in the two commanders, forbidding an equality of effort, opinion, and responsibility, in such a union of arms. Occasions may arise, and have occurred even to the limited service of the United States; they may also frequently occur again; and history furnishes numerous instances of foreign Powers, engaged in resisting the aggressions of others, when a combination of their forces, only, could effect the objects of their hostility.”

“If we turn our eyes back to the period of the war with Tripoli, when an inadequate Naval force, under an American Captain, was sent to chastise that Regency for their insults and aggressions, we will find that a similar force under an Admiral, was employed by Sweden, against that Regency, for the very same object; neither of which, separately, could or did effect any thing, but united, they would have effected every thing desired, and, in a short time, have dictated their own terms to the enemy.”

“In consequence of the disparity of the rank of the commanders, a union of the two forces was not practicable, for the National honor, and the feelings of an American Captain, would not admit of his placing himself, voluntarily, in a relative subordinate situation with others, which no order of the Executive of the United States, or resolution of the National representation, would exact. After a short period, the Swedish forces retired from the contest, having made peace by tribute. The United States continued the war a few years longer, nor did they retire under a treaty of peace, until after encountering heavy additional expenses, for continued and increased forces and the loss of one of their finest frigates, the incarceration of her officers and crew, for many months in dungeons, and the expenditure of a considerable sum of money for their final ransom. However little importance we may attach to the subject of precedence or equality in honors, and salutes with foreign Nations, it should not be forgotten, that even the most

inconsiderable maritime Powers, consider of too much consequence to be overlooked; consequently, our intercourse and exchange of hospitalities with them, are marred, for our commanders are no where received on that equality which does not involve a diminution of respect for our country, and the honor of our flag. Our Captains feel it true; but that feeling is for their country. With one or two Nations a disposition has been evinced, to place the Captains in command of American squadrons on a footing, in this respect, with the lowest grade of their flag officers. But no American commander could so far forget himself, to receive as a boon from any others that which was denied him by the policy of his own Government."

"On the subject of necessity and utility, for further rank in the Navy, it may be observed, that such is the deterioration of its discipline, to such an equality have the higher grades in it arrived, with perhaps only a few days difference in their appointments, or at least, amongst many of them, to mark and define their relative respects, rights, and authority, that it would seem absolutely necessary to the future welfare, and efficiency of the marine, as well as to preserve it on that high eminence to which its deeds in arms had raised it. If we revert to the periods past when the Navy of this Nation stood high in the estimation of many, and was surpassed by none for its chivalry, gallantry, and discipline; when its ranks were constituted a band of brothers, when the proudest feelings of the highest officer were elicited by an order to conduct the National flag into foreign seas: if we look at the present, how sadly is it reversed. We behold them now, no longer proud of orders for foreign service, but strenuously urging claims to stations on shore, and even preferring inactivity to the command of the finest ships.

"By the past policy of refusing rank and emolument to the Navy, with the officers under the obligation to submit to orders, and the Executive under the necessity to give them for the public good; our Captains are placed in commands which impose responsibilities, labors, duties, and consequences, that neither their rank justifies, nor their emoluments compensate for: if we ask, what are those responsibilities? It is answered, the conduct, the preservation, the order and efficiency, of not only the vessels they command themselves, but those of whole fleets as well as the conduct of their commanders? The law requires that they should visit them frequently and see for themselves, that they should supply them efficiently with every thing essential, and be held responsible for their economy, and we have already had instances, where losses have arisen from the detention, or capture of vessels, by a vessel attached to a squadron; in which the Courts of the United States have not hesitated to give damages against, not the commander of the vessel, but the Captain commanding the squadron.

"The increase of the National marine forces, the necessity of employing a large portion of them as a school for the instruction, on professional points, of the young officers, and the protection of our rights and interests abroad; the increased numbers comprising its grades, the support of order, efficiency, and discipline; not only call for further rank and justify it, but absolutely require it. In justice to the officers, they ought to be placed on a footing with those of foreign Nations. It is due to their past efforts, gallantry, and skill, to their hazards and deprivations, and only right that duties and responsibilities should not be imposed on them, which neither their rank nor commission naturally requires.

“The most simple justice demands that they should be better compensated, to enable them to support themselves abroad as American commanders, and their families at home as husbands and fathers. A Nation, whose marine has acquired a reputation throughout the world, ought to have no means withheld to enable it to sustain, for the national benefit, that reputation. It requires much to gain reputation, but more to sustain it: like that beautiful specimen of architecture raised by the munificence and patriotism of the citizens of a not far distant city, to sustain the statue of the Immortal Washington. To elevate that statue to the monumental summit, required but slender spars and cords; but to sustain it then for ages yet to come, requires all the strength and solidity of the monument.”