MILES CITY, MONT., December 19, 1895.

DEAR SIR: In the summer of 1897 the War Department, acting through the orders of the Quartermaster General by Maj. D. B. Wheeler, entered into a contract with the construction of a wagon bridge over Tongue River upon the Fort Keogh Military Reservation, by which the Government was to pay the county one-half of $8,700 in the event the wagon bridge cost that sum or more.

Major Wheeler was before the board of county commissioners at the time of making this contract between the county and the Government, and had the contract made in all respects as he desired it. I inclose you a copy of the original contract made for the first time to the authority of the War Department, which was signed by Major Wheeler, and in all respects carried out. The Government was represented on file in the office of the board of county commissioners, which was signed by Major Wheeler, and was in all respects carried out. The Government was represented at the time of letting the contract to W. H. Hewett for the construction of the bridge, and it was also represented in the inspection of the bridge during its construction, and at the final inspection and acceptance of the bridge.

After the contract had been made and demanded its pay from the Government, which had maintained an officer, under the orders of the commanding officer and his proper superiors, inspecting the bridge during its construction and also on its completion, by whom the bridge was accepted, objection was then made to its completion, and the first time to the authority of the War Department, which was signed by Major Wheeler, and in all respects carried out. The Government was represented on file in the county clerk's office. The total cost of the bridge was $8,700. It is as good a piece of work done as was ever made in the State of Montana, and for the expenditure of that money as well as over the State of Montana, there is not the slightest objection to the performance of the contract in any respect.

Now, I desire to ask of you in behalf of my county that you take this matter up with the War Department, or the Treasury Department, if you find that the Government has been unjust in its demands on the county, or if it is possible to secure the payment of it to my county by the War Department, as was originally intended; or if you find that a special appropriation is necessary to obtain the payment of the half of $8,700 to the county, to wit, $4,350 is necessary, can that be put through?

Fort Keogh for years has wanted and needed this bridge. It has likewise been needed by some people of this county residing west of Tongue River, who were under the necessity of passing over the Fort Keogh Reservation to reach Miles City, but it was certainly more for the benefit of Fort Keogh than for the benefit of the people of this county.

Will you kindly let me hear from you in the matter, and if there is anything further that we can do we shall be glad to do so.

The War Department had an officer stationed at Fort Keogh who daily inspected this bridge, and there was no question about the approval of the contract by the Army officers until long after the bridge was constructed. Lieutenant Wilkins is now in some place with his regiment, perhaps in Cuba, but the War Department, if it calls upon him and the other officers of the Army who had had actual work in the construction of the bridge, will find that the contract was made in good faith on the county, and was by the committee carried out in good faith.

The drawings referred to are copied and attached to the certified record as they were probably not be of any moment in the construction of it, but if they are, we can furnish copies of the original drawings, plans, specifications, which are now on file in the county clerk's office.

Yours, very truly,

T. J. PORTER, County Attorney.

Hon. T. H. CARTER, Senate Chamber, Washington, D. C.

In view of the recommendations of the Department, and the apparent justice of the claim of said county, the committee recommends that the bill do pass.

56TH CONGRESS, 1st Session.

SENATE.

REPORT.

JANUARY 11, 1900.—Ordered to be printed.

Mr. GALLINGER, from the Committee on Commerce, submitted the following report:

[To accompany S. 723.]

The Committee on Commerce, to whom was referred the bill (S. 723) to promote the efficiency of the Revenue-Cutter Service, having considered the same, report:

Sections 1, 2, and 3 fix the titles of officers of the Revenue-Cutter Service in their order, and are simply groupings or combinations formed from sections 2750, 2751, Revised Statutes, and enactments on appropriation bills creating two additional grades, to wit, Captain of Engineers and Constructor, thus clarifying without changing existing law. The adoption of these sections appears to be essential to the purpose of this bill.

Section 4 fixes the rank of officers of the Revenue-Cutter Service with corresponding grades in the Army and Navy, and is also a revision of section 1492, Revised Statutes, the provisions of which have become confusing by reason of the change of titles of officers of the Navy due to recent legislation. For instance, the section referred to provides for "lieutenants commanding" and "masters." Neither of these titles are now recognized by law. The rank as between officers of the respective services—Army, Navy, and Cutter Service—should be clearly defined and established. The words "relative rank" are purposely omitted as being meaningless and as having been abolished as between the Army and Navy. Officers of the Navy rank with officers of the Army. Officers of the Cutter Service should of right and in fairness rank with both. They have earned, by faithful service, devotion to duty, and heroic effort in peace and in war, this right, and not to confer it would be an unjust discrimination against a valiant and devoted body of men who bear the commissions of the President, by and with the consent of the Senate, upon the same terms as do officers of the kindred services.

Sections 5 and 6 fix the compensation of officers of the Revenue-Cutter Service, making it exactly the same as that paid to officers of the Army and Navy under existing law.
Attention is invited to the marked difference shown here between the pay of officers of the Revenue-Cutter Service and that of like or corresponding grades in the Army and Navy. Taking into consideration the arduous, often dangerous, and always continuous work of the officers of the Revenue-Cutter Service, the disparity in pay is simply another discrimination against that service which can not be reconciled with justice or fairness.

The Secretary of the Treasury, in his annual report for 1895, used the following language:

There is no branch of the public service which, in time of peace, requires such continuous, laborious, and hazardous service as this. There is no other branch in which the compensation is so inadequate in comparison with the importance and extent of the work performed. The duties imposed on officers engaged in this service are subject to them to great exposure and hardship and require the exercise of a high order of skill and discretion.

The Secretary repeated this language in his report for 1896, again in 1898, and emphasized it in his annual report for the fiscal year ended June 30, 1899, as follows:

"It will be readily conceded by all who are conversant with the facts that no branch of the public service, in time of peace, requires such continuous, laborious, and hazardous service as this. While in time of war, as was practically demonstrated in the war with Spain, it stands upon the same ground with the Navy in every respect except in the matter of compensation and the benefits bestowed by the use made by the Government upon the commissioned ranks of the service, in connection with which, under the law, the Revenue-Cutter Service bore so conspicuous and meritorious a part.

Section 6 is derived from sections 1262 and 1263, Revised Statutes, and adapted to the grades or ranks of the Revenue-Cutter Service, and provides for a percentage of increase upon the salary of each officer, for length of service, otherwise known as "longevity pay." It has been found necessary to apply this principle to the salaries of all officers and, later, to extend it to naval officers.

It is obvious that the commissioned force of the Revenue-Cutter Service should not be denied the same consideration. It is essential to the morale and efficiency of the corps that such a provision as this should be made for it in common with the kindred services. An officer who has served a given number of years in a particular grade shall be entitled to somewhat better compensation than one who has just entered it by promotion; otherwise, a man who has served ten years in a certain grade will receive no more than his fellow-officer just promoted. This is not fair to the condition that prevails and has obtained in the Revenue-Cutter Service, while in the Army and Navy it is quite different, as shown by the table given above. But, by way of further illustration of the scheme of section 6, let it be supposed that there are 30 officers in a given grade; that the annual salary of each officer of this grade is $1,800; that 10 of these have served fifteen years; that the next 10 have served ten years, and the remaining 10 five years. Then—

The first 10 would receive $1,800 plus 20 per cent. $3,360
The next 10 would receive $1,800 plus 10 per cent. $2,160
The remaining 10 would receive $1,800 plus 5 per cent. $1,980

But without the percentage increase as provided in the section under consideration, the man who has served fifteen years would receive no more than he who has served but five years. Carrying the illustration a step further, it will be found that the man just promoted to the next grade, and who may not have been in the service more than two or three years, will draw, under present conditions, precisely the same pay as he who has served fifteen years. Such a condition is illogical, wrong in principle, and unfair in results.

Sections 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23 are all adaptations from sections 1243, 1244, 1245, 1246, 1247, 1248, 1249, 1250, 1251, 1252, 1275, 1254, 1255, 1256, 1257, 1258, 1274, Revised Statutes, respectively, and cover a proposed measure for the retirement from active service of commissioned officers of the Revenue-Cutter Service who have become physically, mentally, or morally disqualified. That the Revenue-Cutter Service has earned this consideration will not be questioned by anyone familiar with its history, covering more than one hundred years of the lifetime of the Republic, the necessities of making provision for the retirement of the old and otherwise worn-out officers of the Cutter Service has been urged upon Congress by successive Secretaries of the Treasury in their annual reports of 1872, 1873, 1876, 1881, 1895, 1896, 1897, 1898, and Secretary Gage, in his report for the fiscal year ended June 30, 1899, has this to say (p. 173):

In the annual reports for 1897 and 1898 the Secretary urged the legislation for the promotion of the efficiency of the service. Action by Congress in this behalf is imperative.

This subject was referred to in the last annual report, as follows:

"It would be well to suggest that Congress consider the question of legislation for the promotion of the efficiency of the Service. It is not necessary for the purpose of the Service, nor is it consistent with the public interest, to pay officers on a percentage system. It is necessary that the officers of the Service be paid a fair compensation for the services they render, and that the number of officers placed in a grade at any one time shall be such as to render the grade useful without overtaxing the ability of the officers to perform their duties. It is desirable that the service be rendered in a manner to improve the efficiency of the Service, and it is the duty of the Department of the Treasury to give proper consideration to this subject."

The act did not go far enough. While it relieved an emergency and retired eight officers who were then (March 2, 1895) disqualified, it ended there. Among the officers who were left on the active list after the law had been carried into effect as physically sound have since become unfit for duty. Age and disability, in consequence, are very frequently to be found in the line of duty, and the law is needed to properly fix the limits of age, and incapacitate for active duty before there is serious danger of the officer becoming incapacitated. The act does not provide for this consideration, and the law has been allowed to lapse."

The act does not provide for this consideration, and the law has been allowed to lapse. The length of service of these officers ranges from twenty-eight to thirty-seven years in individual cases, while some of them are veterans of the Navy in the war for the Union. It will thus be seen that the service is seriously crippled at this time, and relief is recommended.
EFFICIENCY OF THE REVENUE-CUTTER SERVICE.

Under section 1492, Revised Statutes, officers of the Cutter Service are invested with naval rank, and under the provisions of section 2757, Revised Statutes, the President may, by a simple order, require the service, or any part of it, to cooperate with the Navy, when it appears to be necessary. This comprehensive rank of the Revenue-Cutter Service is confirmed by the law, the Revenue-Cutter Service bore so conspicuous and meritorious a part in the war with Spain, it stands upon the same ground with the Navy in everything excepting in the matter of compensation and the benefits of the service, and the President, in the absence of the Secretary of the Treasury, the other departments, in connection with which, under the law, the Revenue-Cutter Service bore so conspicuous and meritorious a part.

It will be seen from the foregoing that as time passes the service is becoming more and more powerful, so that its condition at this time is rapidly nearing what it was when the remedial legislation of 1863 was enacted. So true is this that, within the fiscal year just closed the Department was compelled to assign four first lieutenants to highly important commands because of the lack of officers of the higher grade, due to causes referred to above, a condition which is hardy just to the officers thus assigned, because the responsibilities of captains are imposed upon them without the rank and pay.

A clear comprehension of the just claims of this service for the enactment of the pending measure will be found in what follows, relative to its duties, its organization as a technical service, its military character, and, finally, a brief résumé of its history.

The duties of the Revenue-Cutter Service, officially defined under the law, consist in the enforcement of all laws of the United States affecting the maritime interest of the nation, the arrest and prevention of illicit traffic by sea, the navigation laws, compelling all kinds of craft navigating the waters of the United States to comply with legal requirements in regard to documents, lights, steamboat laws, quarantine laws, the rescue and succor of distressed vessels and crews, the drill and discipline of life-saving crews, the supervision of construction of life-saving stations and the entire inspection work of that service, the supervision of anchorage grounds established by law, the patrol and anchorage of vessels in St. Marys River, Michigan.

The commissions of its officers are of the same (life) tenure as those of officers of the Army, Navy, and Marine Corps. Officers enter this, as they do the services named, in the lowest grades, and work their way through long years of service by promotion (after examination, mental and physical) to the highest. No officer has ever been dropped or dismissed except for proven cause, such as bad conduct, or failure to pass the required standard in professional examinations. While the Cutter Service is, under existing law, a part of the civil establishment, it is and always has been, since the foundation of the Government, constantly regarded and treated as a part of the naval force of the country. Its vessels are armed cruisers, officered by men bearing the commissions (under military titles, captains, lieutenants, etc.) of the President, by and with the advice and consent of the Senate, and manned by duly enlisted men; its officers and men are uniformed in accordance with regulations prescribed by the Department; naval discipline and routine prevail on board of all its vessels, the officers and crew is required to be proficient in naval drills and to possess a practical knowledge of the use of arms. All these things are military.

The service is required by law not only to aid in the protection of the revenue, but to enforce nearly every statutory affecting the maritime interests of the country. By acts of Congress the service is required to aid in the suppression of piracy, in the enforcement of the quarantine laws, and in preventing the violation of the neutrality laws; to suppress mutinies on board merchant vessels, and to use the armament of their ships and the force on board, when necessary, to bring vessels to for examination.

In 1815, and for a number of years thereafter, some of the most active and gallant officers of the Navy sought and obtained commissions in the Cutter Service, and found excellent scope for the maritime spirit which distinguished the officers of the Navy at that time. Few officers of the Navy have had upon them more responsible, delicate, and important duties than were devolved upon Lieutenant Pope, who, in command of a revenue cutter, represented the United States in the waters contiguous to the British colonies on our Northern frontier during the fishery troubles that ensued after the treaty of 1818, and none have discharged such with more credit than he. In 1830 several vessels of the service participated in the Seminole war and maintained a high reputation.

Under the law of 1837, requiring the President to assign public vessels to service on the coast during the winter months for the relief of
EFFICIENCY OF THE REVENUE-CUTTER SERVICE.

storm-driven vessels of commerce, ships of war were at first designated, but could not perform the work, and were soon replaced by the fleet of revenue cutters, and the Cutter Service has performed this hazardous work every year since.

In the war with Mexico several cutters served in cooperation with the Navy.

In 1868 the steam cutter Harriet Lane, commanded by Capt. John Faunce, of the Revenue-Cutter Service, served in the squadron of the Paraguay expedition and was pronounced, in a letter from the commodore commanding to Captain Faunce, the most efficient ship in the fleet.

During the civil war the cutter Harriet Lane shared in the attack on Newport News and Hatteras Inlet, the cutter Miami in that on Sewells Point, while the E. A. Stevens, also known as the Naugatuck, was with the ironclads in the attack on Fort Darling with Rodgers.

Several revenue cutters performed valuable service in the Chickahominy, in cooperation with the Potomac flotilla for the transportation of supplies from North to South, and Capt. Thomas M. Dungan, of the cutter Reliance, was killed in action near the Virginia shore.

It thus appears that the military character of the Cutter Service has been established by law in its employment in warlike operations in every war in which the country has been engaged.

The military character of the Revenue-Cutter Service was officially stated by the Treasury Department in the report of the service in 1891, as follows:

"The Revenue-Cutter Service, while charged by law with the performance of its duties, is essentially military in its character. Each vessel is provided with great guns, and furnished with as full a complement of small arms for its crew as any ship of war. Its officers are required to be proficient in military tactics, thoroughly knowledge of the use and discharge of both great and small arms. Its crews are required to be instructed in detail to-day at the great guns and in the use of small arms. Commanding officers are required, while boarding vessels in the course of the United States, in case of a fair refusal to receive or reject to shot or shell to compel obedience. In the performance of this work they are likely at any time to receive injuries, and to be subjected to the same dangers in time of peace as the force employed on naval vessels.

"By act of March 2, 1879, it is provided that the revenue cutters shall, whenever the President so directs, cooperate with the Navy. It will be observed that the cooperation of the vessels prescribed in the act above referred to is a general upon a statute of war or other particularly perilous conditions. On the contrary, it may take place in time of peace and for specific purposes and when less hazard is involved to the services than pertains to the discharge of a revenue vessel of its ordinary duties.

But if in legal theory they are civil employees, are they so in fact? Are they less widely employed by the military force in time of war than the Army or Navy? It is not so regarded. Revenue vessels are not to be ordered into service for any military service, offensive or defensive, except the President so directs; neither are the vessels of the Navy.

The status of the Revenue-Cutter Service is therefore that of a coast-guard navy, as the Navy proper is an ocean navy. The one polices the coast and the other the ocean.

There is no duty performed by naval vessels in time of peace that can not be and has not been performed by vessels of the Revenue-Cutter Service, while in time of war they have taken the part of the sister service.

The suppression of smuggling and the prevention of illicit trade—the only duty of the service that has direct relation with the collection of customs—is precisely similar to the duty of naval officers in seizing vessels engaged in contraband trade in time of war. Other duties of the Revenue-Cutter Service—such as the enforcement of the neutrality laws, the suppression of piracy, and of mutinies in merchant vessels—are now actually imposed on and performed by the Navy in common with the Cutter Service.

The further fact is brought to your attention that the Senate has passed two such measures, which went to the House in due course, but never reached a vote in that body.

No further reason than that are given in this report ought to be necessary to convince any fair mind that the Revenue-Cutter Service has the same right, and for like reasons, to the benefits and privileges extended by law to the Army, Navy, and Marine Corps. Every argument, reason, and corollary urged in behalf of those services, and with which it is urged that the establishment of a separate and distinct revenue service to perform these services is necessary, applies with equal force to the Revenue-Cutter Service in its prayer for recognition in this regard. It can not be that the personnel of the commissioned ranks of the kindred branches named are so much better paid and have the assurance of retirement upon a fair competence, when, on account of advanced age or other reason, they can not look to the service for any active duty, because of the harder, more onerous, more difficult, or better service in the interest of the public weal than those of the Revenue-Cutter Service.

All the facts are against such an assumption. The actual conditions covering the incessant and constant toil incident to the duties of the Cutter Service, in the execution of the coast-bound commerce of the Gulf waters; from the rugged and comparatively little known shores of Arctic Alaska to the southernmost limits of California, which have been feebly set forth in the preceding pages, refute it, and show the grounds of right and justice upon which the Cutter Service is planted in its appeal for recognition, and, therefore, the prayer for this measure of relief should be extended to it. No one gifted with just impulses for one moment questions the right of the Army, Navy, and Marine Corps to the stipends and esoterias they enjoy. But there is no valid reason for what appears to be a studied and invidious discrimination against the Cutter Service in the denial to it of the full measure of just and fair legislation accorded to the other services.

The single fact that the Cutter Service is included in the civil establishment has in past years been urged as a potent factor against the enactment of this or other like measures for the promotion of the efficiency of the Cutter Service, but in view of the action of the law-making power in the enactment of March 2, 1879, the argument loses both force and effect, Congress having at once recognized the principle, right, and justice of retirement for officers of the Cutter Service.

It is now urged that this acknowledged principle be carried to a fair and legitimate conclusion, and that the Cutter Service be given the boon for its old officers along the same line upon which it has been conferred for at least many years to the officers of the Army, Navy, and Marine Corps, whose peers they are.

The Revenue-Cutter Service has taken an active and conspicuous part in the war with Spain. There were with the Navy 13 revenue cutters, carrying 61 guns, 98 officers, and 562 enlisted men. Of these, 4 cutters (5 guns), 58 officers, and 339 men were in Admiral Sampson's fleet and on the Hamb de blockade; 1 cutter (6 guns), 10 officers, and 95 men were in Admiral Dewey's fleet at Manila, and
EFFICIENCY OF THE REVENUE-CUTTER SERVICE.

There were in cooperation with the Navy 13 revenue cutters, carrying 61 guns, 98 officers, and 129 enlisted men. Of these, 8 cutters (48 guns), 88 officers, and 330 men were in Admiral Sampson’s fleet and on the Havana blockade: 1 cutter (6 guns), 10 officers, and 95 men were in Admiral Dewey’s fleet at Manila; and 4 cutters (12 guns), 20 officers, and 153 men cooperated with the Navy on the Pacific coast.

IN COOPERATION WITH THE NAVY.

The MCCULLOCH:

Capt. Daniel B. Hodgdon, R. C. S., commanding.
Third Lieut. William B. Atlee.
Third Lieut. Randolph Ridgely, Jr.
Third Lieut. William F. A. Bradley.
Chief Engineer Francis R. Kendall.
First Asst. Engineer William G. Myers.
First Asst. Engineer William E. Mason.
Second Asst. Engineer Henry E. Schenborn.

Captain Hodgdon was detached and ordered home May 24, 1898; turned over the command to Lieutenant Foege June 1, 1898.
Capt. C. L. Hooper assigned May 24 and assumed command July 16, 1898.
Chief Engineer Randall died May 1, 1898. Appointed.
Chief Engineer Chaliker assigned May 7; joined July 1.

The MANNING:

Capt. F. M. Munger, R. C. S., commanding.
Second Lieut. G. L. Carden, ordnance officer.
Second Lieut. George M. Daniels, navigator.
Third Lieut. George H. Mann.
Third Lieut. W. C. Wiley.
Third Lieut. P. C. Prince.
Chief Engineer H. C. Whitworth.
First Asst. Engineer H. U. Butler.
Second Asst. Engineer Herman Kotschmar.
Second Asst. Engineer Daniel W. Blake.

The MERRILL:

Capt. H. D. Smith, R. C. S., commanding.
First Lieut. J. C. Cantwell, executive.
Second Lieut. F. A. Levis, navigator.
Second Lieut. C. S. Craig.
Chief Engineer E. P. Webber.
First Asst. Engineer William Robinson.
Second Asst. Engineer F. G. Snyder.

The HAMILTON:

Capt. W. D. Roath, R. C. S., commanding.
First Lieut. C. C. Fenger, executive.
Second Lieut. J. G. B. Langer.
Third Lieut. O. G. Haines.
Chief Engineer James A. Seavers.
First Asst. Engineer H. L. Boyd.
Second Asst. Engineer J. D. Newton.
Surg. Charles H. James, Jr.
The Wisdom:
Capt. S. E. Maguire, R. C. S., commanding.
First Lieut. F. G. F. Wadsworth, executive.
Second Lieut. R. O. Crisp, navigator.
Second Lieut. S. P. Edmonds.
Third Lieut. J. V. Wild.
Chief Engineer C. F. Coffin.
First Asst. Engineer C. W. Zastrow.
Second Asst. Engineer E. W. Davis.
Surg. John C. Travis, March 23 to August 1, 1898.
Surg. W. E. Handy, August 2 to August 29.

The Woodbury:
Capt. H. B. Rogers, R. C. S., commanding.
First Lieut. W. G. Ross, executive.
Second Lieut. S. M. Landrey, navigator.
Third Lieut. Charles Battersie.
Chief Engineer E. G. Schwartz.
Second Asst. Engineer R. E. Wright.

The Hudson:
First Lieut. F. H. Newcomb, R. C. S., commanding.
Third Lieut. E. E. Mead.
First Asst. Engineer N. E. Cutchin.
Second Asst. Engineer T. G. Lawton.

The Callumet:
Third Lieut. W. G. Busielini, executive.
First Asst. Engineer A. J. Howson.
Second Asst. Engineer Urban Harvey.

The McLean:
Second Lieut. A. R. Hanson.
Third Lieut. C. W. Calmes.
Second Asst. Engineer C. A. Wheeler.

ON THE PACIFIC COAST

The Rush:
First Lieut. J. L. Sill, executive.
Third Lieut. L. T. Cutter.
Third Lieut. Eben Barker.
Chief Engineer D. McC. French.
Second Asst. Engineer W. L. Maxwell.
Second Asst. Engineer Walier Taylor.

The Grant:
Capt. J. A. Slamm, R. C. S., commanding.
First Lieut. B. R. Reed, executive.
Second Lieut. B. M. Chiswell, navigator.
Third Lieut. J. C. Hooker.
Third Lieut. Eugene Blake.
Chief Engineer A. L. Brookfield.
Second Asst. Engineer H. D. Glover.
Second Asst. Engineer J. E. Turner.

The Corwin:
Capt. W. J. Herring, R. C. S., commanding.
First Lieut. P. W. Thompson, executive.
Second Lieut. P. H. Usher, navigator.
Second Lieut. F. C. Billard.
First Lieut. B. H. Camden.
First Asst. Engineer C. F. Nash.
Second Asst. Engineer J. L. Bryan.
Second Asst. Engineer S. M. Rock.

The Perry:
First Lieut. J. H. Brown, executive.
Second Lieut. H. L. Pickham, navigator.
Third Lieut. R. M. Sturdevant.
Third Lieut. F. B. Goudy.
Chief Engineer C. W. Monroe.
Second Asst. Engineer T. W. Ross.
Second Asst. Engineer W. J. Sedgwick.

In addition to services rendered by vessels with the naval forces, there were 7 others, carrying 10 guns, 33 officers, and 163 men, with the Army, engaged in patrolling and guarding mine fields in various harbors, from Boston to Mobile and New Orleans.

IN COOPERATION WITH THE ARMY.

GUARDING AND PATROLLING MINE FIELDS.

BOSTON HARBOR.

The Dallas:
Capt. R. M. Clark, R. C. S., commanding.
Third Lieut. J. F. Hotell.
Chief Engineer S. T. Taylor.
Second Asst. Engineer George F. Paul.

NEWPORT, R. I.

The Dexter:
Second Lieut. F. G. Dodge.
Third Lieut. F. W. Smith.
Chief Engineer M. T. Chevers.

MOBILE BAY.

The Winona:
Capt. G. H. Gooding, R. C. S., commanding.
Third Lieut. A. Balmer.
Chief Engineer W. J. Phillips.
Second Asst. Engineer G. S. Porcher.

NEW ORLEANS.

The Smith:
First Lieut. B. G. Chaytor, R. C. S., commanding.
Asst. Engineer F. R. Falkenstein.

MISSISSIPPI RIVER.

The Galveston:
Capt. John Bennett, R. C. S., commanding.
First Lieut. C. T. Brian, executive.
Third Lieut. F. H. Scott.
Chief Engineer F. W. H. Whitaker.
First Asst. Engineer H. O. Slaxon.
EFFICIENCY OF THE REVENUE-CUTTER SERVICE.

BALTIMORE HARBOR.

The GUTHRIE: First Lieut. J. W. Howison, R. C. S., commanding.
First Asst. Engineer E. A. Jack.

PENSACOLA.

The PENROSE: First Assistant Engineer Dorry, in charge.

At the battle of Manila, the McCulloch, Capt. D. B. Hodgdon, R. C. S., efficiency and efficiency of Capt. Daniel B. Hodgdon, R. C. S., commanding the McCulloch, that carried to Hongkong the dispatches announcing to the Government and to the world that glorious and signal victory. Admiral Dewey has officially commended the commander of the McCulloch for the value and efficiency of his command as follows:

UNITED STATES NAVAL FORCE ON ASIATIC STATION, FLAGSHIP OLYMPIA, Cavite, Philippine Islands, June 12, 1898.

The SECRETARY OF THE NAVY, Washington, D. C.

SIR: 1. I take pleasure in bringing to the attention of the Department the zeal and efficiency of Capt. Daniel B. Hodgdon, R. C. S., commanding the McCulloch, while serving in the squadron under my command.

2. The McCulloch steamed from Hongkong to Manila Bay in the squadron formation and ran the batteries at the entrance with the squadron, and while not placed in the line of battle at the battle of Manila Bay, was kept near by and in readiness to assist any vessel that might be disabled.

3. Since joining my command and up to the time of his detachment Captain Hodgdon has kept the McCulloch in a high state of efficiency and ready to move at a moment's notice and made her a valuable auxiliary to the squadron.

I request that the Department will communicate this report to the honorable Secretary of the Treasury.

I have the honor to be, very respectfully,

GEORGE DEWEY, Rear-Admiral, United States Navy, Commanding United States Naval Force on Asiatic Station.

And again, upon the occasion of the detachment of the McCulloch from his command, as follows:

UNITED STATES NAVAL FORCE ON ASIATIC STATION, FLAGSHIP OLYMPIA, Cavite, Philippine Islands, October 11, 1898.

The SECRETARY OF THE NAVY, Washington, D. C.

SIR: 1. On the occasion of the U. S. revenue cutter McCulloch being detached from my command, I have again the honor to request that you will convey to the Treasury Department my appreciation of her valuable services while attached to the squadron under command.

2. I have already had the pleasure of bringing this to the attention of the Department, at the time Captain Hodgdon was detached, and now beg to state that all duty assigned to the McCulloch while under Captain Hooper was performed with the greatest zeal, efficiency, and judgment.

I have the honor to be, very respectfully,

GEORGE DEWEY, Rear-Admiral, United States Navy, Commanding United States Naval Force on Asiatic Station.

At the battle of Cardenas, May 11, the revenue cutter Hudson, Lieut. Frank H. Newcomb, R. C. S., commanding, sustained the fire of the enemy's gunboats and shore batteries of the enemy side by side with the naval torpedo boat Winsum, and when Ensign Bagley and half the crew of the latter-named vessel had been killed and her crew wounded, rescued from certain destruction the vessel and the balance of the crew, under the furious fire of the enemy's guns. This gallant action was recognized by the honorable Secretary of the Navy as follows:

NAVY DEPARTMENT, Washington, D. C., June 25, 1898.

The SECRETARY OF THE NAVY, Navy Department, Washington, D. C.

SIR: I have the honor to acknowledge the receipt of your letter of the 9th instant, and to forward herewith a copy of the report requested. I regret that inadvertently a copy of this letter was not forwarded to you immediately after it was received. (See page 31 for the report.)

The rescue of the Winsum by the Hudson was so gallantly done, in the face of a most gallant fire, that Lieut. Frank H. Newcomb, R. C. S., commanding, his officers and men, deserve the warmest commendation. The Winsum was riddled with shell, disabled, helplessly drifting on to the beach into the hands of the enemy, her captain wounded, her only other officer and half of her crew killed, but the Hudson courageously remained by her in the very center of the hottest fire of the action, although in constant danger of going ashore on account of the shallow water, until finally a line was made fast to the Winsum and that vessel towed out of range of the enemy's guns.

Very respectfully,

John D. Long, Secretary.

The services of the McCulloch and Hudson were made the subject of a special message to Congress by the President, which was as follows:

To the Congress of the United States:

On the 11th of May, 1898, there occurred a conflict in the bay of Cardenas, Cuba, in which the naval torpedo boat Winsum was disabled, her commander wounded, and one of her officers and a part of her crew killed by the enemy's fire. In the face of a most galling fire from the enemy's guns the revenue cutter Hudson, commanded by Lieut. Frank H. Newcomb, R. C. S., United States Revenue Cutter Service, rescued the disabled Winsum, her wounded commander, and remaining crew. The commander of the Hudson in the vessel in the hottest fire of the action, although in constant danger of going ashore on account of the shallow water, until he finally got a line made fast to the Winsum and towed that vessel out of range of the enemy's guns, a deed of special gallantry.

I recommend that the recognition of the signal courage and conduct of the commander of the Hudson, Frank H. Newcomb, United States Revenue-Cutter Service, above set forth, the thanks of Congress be extended to him and to his officers and to the Hudson; and that the certificate of honor be presented to Lieut. Frank H. Newcomb, a gold medal of honor to each of his officers, and a bronze medal of honor to each member of his crew who served with him at Cardenas.

I recommend that, by appropriate action, the several thousand dollars expended for the services of the Cardinal and the Hudson, as fitted up and armed, not be given, because he already held the highest rank known to the Revenue Cutter Service.

William McKinley.

EXECUTIVE MANSION, June 27, 1898.

On the same day, May 11th, the Winsum, Captain Maguire, R. C. S., engaged the shore batteries at Cienfuegos and destroyed the tender ship. The result of the action was the capture and destruction of the enemy's gunboats, shore batteries, light-house, etc., and the destruction of the enemy's troops there. During this engagement the senior naval officer present, in appreciation of the fine work of the Winsum, signed from his flagship, "Well done, Winsum."

The Manning, Capt. F. M. Munger, R. C. S., commanding, was in many engagements with shore batteries of the enemy, and Captain Todd, U. S. N., has officially bestowed upon her commander general commendation of his command and for effective and meritorious services in the following letter:

U. S. WILMINGTON (THIRD RATE).

The SECRETARY OF THE NAVY, Navy Department, Washington, D. C.

SIR: It gives me much pleasure to commend to the favorable consideration of the Department the commanding officer of the revenue cutter Manning, who has been under my command on blockade duty on the south coast for the past few months.

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EFFICIENCY OF THE REVENUE-CUTTER SERVICE.

weeks. He has always been on the alert in the performance of duties assigned him, his vessel was ready, and he displayed high qualities in the performance of all duties assigned him from time to time.

2. I was associated with the Manning, during the period of hostilities, in the northern blockade, and the high opinion I then formed of the efficiency of the Manning has been borne out by the service on the south blockade, which I had the honor to direct. The loyal assistance given by Captain Munger under all the varying circumstances of service around the island places him in the front rank of those temporarily assigned to the regular service.

3. I take great pleasure in calling the attention of the Department to the highly meritorious services of this officer.

Very respectfully,

C. C. TODD,
Commander, U. S. N., Commanding, Senior Officer Present.

Rear-Admiral Howell and Commodore Remey have officially commended the efficiency of the Service in cooperation as follows:

U. S. FLAGSHIP SAN FRANCISCO,
Fort Monroe, Va., September 10, 1860.

The SECRETARY OF THE TREASURY.

SIR: In reply to the inclosed request from the Secretary of the Treasury, I have to report that during my service on the north coast of Cuba, from about July 1, 1860, until August 13, 1860, I had under my immediate command the revenue cutters Hamilton, Capt. W. D. Raith; Windom, Capt. S. E. Maguire; Woodbury, Capt. H. B. Rogers, and Hudson, Lieut. F. H. Newcomb, all engaged in work on the north-coast blockade. I am pleased to testify to the uniform zeal and efficiency with which the work of these vessels was performed. During the operation there was not material work performed by any of the Cubans at the time of the Cardenas and Cienfuegos engagements referred to.

None of the other revenue cutters were under my command long enough for me to report upon.

Very respectfully,

J. A. HOWELL,
Rear-Admiral, U. S. N., Commanding in Chief North Atlantic Fleet.

UNITED STATES NAVY-YARD, PORTSMOUTH, N. H.,
September 6, 1860.

Rear-Admiral John A. Howell, U. S. N.,
Commander of United States Naval Force, North Atlantic Squadron.

SIR: Referring to your letter No. 49 of the 29th ultimo, I have the honor to report that during the time I commanded the naval base, May 7 to August 26, 1860, I found the revenue cutters Hudson, Morrill, Hamilton, Cunnet, McLane, Windom, Wilson, and Woodbury in the duties allotted to those vessels efficient, so far as came under my observation. The vessels only came under my command and observation when at the naval base for supplies and repairs.

Very respectfully,

Geo. C. REMEY,
Commandant Navy-Yard and Station.

The Revenue-Cutter Service had, in active cooperation with the Army and Navy throughout the war, 20 vessels (carrying 71 guns), 181 officers, and 735 men. There were three other vessels, 25 officers, and 210 men, also transferred to the Navy, but, because of unavoidable delays by contractors in finishing their work, the vessels could not be sent to the front.

Attached hereto are the official reports of commanding officers, setting forth in detail the duties performed by each vessel in cooperation with the Navy in the Asiatic Squadron and in the North Atlantic Squadron.

Respectfully submitted,

C. F. SHEEMAKER,
Captain, R. C. S., Chief of Division.

EFFICIENCY OF THE REVENUE-CUTTER SERVICE.

Official reports of commanding officers.


Commodore George Dewey, United States Navy,
Commanding United States Naval Force on Asiatic Station.

SIR: Regarding the part taken by this vessel in the naval action of Manila Bay, as on Sunday morning, May 1, 1868, I have the honor to submit the following report:

Constituting the leading vessel of the reserve squadron, the McCLoolch was, when fire opened, advanced as closely as was advisable in rear of our engaged men-of-war, in fact, where several shells struck close aboard and others passed overhead, and kept steaming slowly to and fro ready to render any aid in her power and to respond at once to any signal from the Olympia. A 9-inch howitzer was got up and run aft should assistance be necessary in case any of our ships grounded.

At a later hour during the day, just prior to the renewal of the attack by our squadron, I intercepted the British mail packet Remembrance, conveying a signal from our flagship, communicated to her commander your orders in regard to his movements, thence proceeded to resume my former position of the morning, near the deck where I remained until the surrender of the enemy, and desire to state, in conclusion, that I was ably seconded by the officers and crew of my command in every effort made to be in a state of readiness to carry out promptly any order which might have been signalled from your flagship.

Respectfully yours,

Daniel H. Hodgdon,
Captain, R. C. S., Commanding.

NAVY DEPARTMENT,
Washington, D. C., December 29, 1868.

The SECRETARY OF THE TREASURY.

SIR: I have the honor to inclose herewith, for your information, a copy of a letter received from Rear-Admiral George Dewey, United States Navy, commander in chief of the United States naval force on the Asiatic station, regarding the valuable services rendered by the U. S. revenue cutter McCLoolch while attached to his squadron.

Very respectfully yours,

John D. Long, Secretary.

U. S. S. McCLoolch, Asiatic Squadron,
Manila, Philippine Islands, September 20, 1868.

The SECRETARY OF THE TREASURY,
Washington, D. C.

SIR: For the information of the Department I have the honor to transmit the following synopsis of duties performed by this vessel since arriving in these waters:

Late on the afternoon of April 8, 1868, the date of the arrival of this vessel at New Harbor, Singapore, the following cablegram was sent by the secretary, was transmitted to the commanding officer of the United States consul-general:

"Direct commanding officer of the U. S. S. McCLoolch on arrival proceed to Hongkong, report his command, duty Commodore Dewey, Asiatic Station." The work of coaling and other ship's business were expedited as much as possible, but owing to the general observance of shore of the holiday season accompanying Easter Sunday (April 10), affairs were considerably delayed. On the 11th a second communication was received through our consul-general, as follows:

"Send word to consul at Singapore to direct commanding officer of revenue cutter McCLoolch, on her arrival there, to proceed quick to Hongkong and to avoid Spanish ports and men-of-war." This being in an exact copy of message from Department of State, dated April 2, 1868, as communicated to me in dispatch from Hon. John Banes, United States minister at Bangkok, dated April 4, 1868, and received by me on the date last above mentioned.

On the following day at 11.40, the McCLoolch weighed anchor and sailed for Hongkong, experiencing a fair passage and reaching that port at 8.10 p.m. Sunday, April 17, having logged on the run 1,452 knots. The American Asiatic Squadron was found to be moored in the man-of-war anchorage, where we were
EFFICIENCY OF THE REVENUE-CUTTER SERVICE.

At a 4-knot speed the fleet now steamed to northward and eastward up the bay. The disposition of the naval vessels of our squadron, each man was ordered to be ready to assist in towing or otherwise assist the vessels which might be disabled. Her position well in advance of the ships, which was not in as much question, and her appearance as she occupied as if she had been in the actual fighting line. When the fleet withdrew from the action, and prior to its resumption, the Commodore of the British steamer Steeplechase, which had been attacked by a Spanish cutter, was committed to the deep, with naval ceremonies, the body of her late Chief of the Army sent the anchor and the anchor, which was carried out, and later, during the engagement, the anchor was the only one, and they were mounted, but were, after the arrival of our troops at Manila Bay, transferred to the Army.

On April 24 the McCulloch sailed for Mina Bay, China, in company with the warships Boston, Concord, and Petrel, and the stowage of Nanshan and Zafiro, the Olympia, Baltimore, and Raleigh following the next day. Here further preparations were made to promote the efficiency and secure the safety of the vessel. The square-rigged vessel was then rigged in and dismantled strong banks, towing stanchions, topgallant forecastle rail, and gangways, and lower boom unlocked, and their gear all sent aboard the Nanshan for safe keeping.

On the morning of May 3 a signal was received from the Nanshan that a French steamer had arrived at Subic Bay, and all commanding officers repaired on board the flagship, upon signal for a consultation and to receive orders.

At 0.30 a.m. steamed the fleet in company with the Boston, for the islands, and the commodore carefully examined the lights, and pointed out the position and the size for storage. The carpenter also a number of two points, as well as being the active and gallant in command of the ship.

On May 4 the McCulloch coasted from steamer 3-nan Song, and the batteries were thereupon secured.

On the afternoon of May 4 a boat from the McCulloch boarded a native schooner, the San Rafael, with a view of obtaining the information regarding the Spanish forces, but the vessel was barrow of results.

At 11.30 a.m. May 1, the fleet was on its way to the islands, and the commodore carefully examined the lights, and pointed out the position and the size for storage. The carpenter also a number of two points, as well as being the active and gallant in command of the ship.
of freight and coal passes from the "Olympia," our own engineer's force being much depleted owing to sickness, consequent upon high temperature of engine and fires in these latitudes. Had a fine passage until within about 100 miles of our destination, when it ran into a rough sea with fresh northerly gale, causing some decrease in speed, the run to anchorage being made in fifty hours and forty-three minutes, during which time a distance of 687 knots was covered.

On June 22, the "Olympia" was anchored in Cebu Island after running a short distance off the Philippine coast in Cebu Island.

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July boarded the British ship Port Stuart and informed her of the blockade regulation to take up anchor close to Malanquita under orders to board and examine all craft entering or leaving, it being suspected that supplies were going into Manila by this route. Remaining here throughout the same duty July 22.

On the 23d instantaneous with German cruiser Cormorant as she came in and received mail from her, and on the 25th resumed duty off Malabon. On July 27, serving about 30 tons of pili sugar and a cargo of rice at the ballast. July 30, went to boarding duty off Malabon, seizing an route to that place a case which appeared to have boarded some suspicious documents, which were turned over to the employ in chief, August 2, the vessel was employed in the forenoon in restoring to her berth the British ship Honoluli, which had dropped the preceding night, and late on the evening of the 3d, a signal having been hoisted by the cruiser C.S.O. Ohio, transport station, sent the picket vessel to the Ohio to repossess the schooner New Arabian, landed at Cavite two army officers from that vessel who had no means of transportation ashore. On the afternoon of the 4th, the weather being rough and squally, the picket vessel across the bay near the Cebu Navy Yard, and proceeded to board a small vessel near a quiet anchorage near Cavite. On August 9 commanding officers of the fleet were notified by Admiral Dewey that the blockade of Manilla would take place on 10th instant, at noon. Upon receipt of this information prepared ship for action, unslipping anchors and awning shrouds and sending them out of the vessel, together with all paints and oil; filling the forecastle cabins, and rousing from the quartz stock, barricades on topgallop forecastle with sails and awnings, secured boats against splash effect, got up 9-inch hawser and ranged it aft in readiness for action. These were assigned magazines and exercised. On the 10th, received orders to assemble the vessels of the Cebu Navy Yard for the joint action of the squadron. August 11, steamed from Cavite for the Cebu Navy Yard and proceeded to board a small vessel near a quiet anchorage near Cavite.

On August 13, the commanding officers of the fleet were notified by Admiral Dewey that the blockade of Manilla would take place on 10th instant, at noon. Upon receipt of this information prepared ship for action, unslipping anchors and awning shrouds and sending them out of the vessel, together with all paints and oil; filling the forecastle cabins, and rousing from the quartz stock, barricades on topgallop forecastle with sails and awnings, secured boats against splash effect, got up 9-inch hawser and ranged it aft in readiness for action. These were assigned magazines and exercised. On the 10th, received orders to assemble the vessels of the Cebu Navy Yard for the joint action of the squadron. August 11, steamed from Cavite for the Cebu Navy Yard and proceeded to board a small vessel near a quiet anchorage near Cavite.

On August 17, the commanding officers of the fleet were notified by Admiral Dewey that the blockade of Manilla would take place on 10th instant, at noon. Upon receipt of this information prepared ship for action, unslipping anchors and awning shrouds and sending them out of the vessel, together with all paints and oil; filling the forecastle cabins, and rousing from the quartz stock, barricades on topgallop forecastle with sails and awnings, secured boats against splash effect, got up 9-inch hawser and ranged it aft in readiness for action. These were assigned magazines and exercised. On the 10th, received orders to assemble the vessels of the Cebu Navy Yard for the joint action of the squadron. August 11, steamed from Cavite for the Cebu Navy Yard and proceeded to board a small vessel near a quiet anchorage near Cavite.
was immediately returned by our ships. At 1.50, when within range of the shore dispositions. We were then ordered to report to the Winchon, which vessel and the Winchow had joined the Chateaux and the Winchow had joined the Chateaux at 6.30 p.m. on the evening of the 14th of December. We were then ordered to proceed with the Winchow and sound out the channel between Romero and the largest of the Blancas Keyo, and to sweep it with our 11 o'clock. It was decided to make a wide sweep, which, by reason of her superior speed, we would have been able to execute without difficulty, but on our approach to the Winchow, the 18-pounder ammunition in the afterhold was carried forward, and finally the Winchow backed off into deeper water. We then sounded our way down the coast, and were able to report at once, when we met the Winchow, that we had observed no obstacle. All three vessels then proceeded into the bay, the Winchow in the center, with the Winchow on her port bow and the Winchow on the starboard. After proceeding for some distance, all the ships were ordered into the Winchow's starboard quarter, clear of her guns, supplemented by "When you get up there gather in all you can." The Winchow occupied a special position on the extreme right.

11 o'clock. The Winchow, which was sent out to the Winchow under the command of officer, who transferred the dead and wounded from the Winchow to the Winchow. The Winchow started for Key West with dispatches for the senior officer commanding at Key West, and ordered to proceed to the station, and carrying the dead and wounded from the Winchow. The Winchow was anchored at 9.15 p.m. at the CSS Fort Delaware, near the harbor of Diana Bay, and circled the ship along the line of the pilot-house plating. One hundred and thirty-five 54-caliber rifles were fired from the two 6-pounders during the attack. Respectfully yours,

FRANK M. NEWCOMB,

(Taken by officer commanding naval station, Key West, Fla.)

The Secretary of the Treasury,
Washington, D. C.

Sig: In obedience to department orders of the 18th instant (C. S. F.), I have the honor to submit the following full detailed report of the part taken by my command in cooperation with vessels of the Navy in the recent action at Cardenas, Cuba.

The Winchow was cruising on a blockading duty off Cardenas, about six miles north of Cruz Island. The smoke of a steamer approaching from company with the U. S. S. Machias. The smoke was identified as the Winchow, and the Winchow was ordered to join the Machias in pursuit. We joined the Machias in the vicinity of the Machias, and proceeded under the command of the Machias toward Sitio. As soon as near enough to ascertain the steamer's destination, the Machias signalled: "Regulate your movements by this vessel, which is designated the Winchow." We signalled: "The Machias and the Winchow went up the outer bay, and at about 8 o'clock came to the eastward along the water front, probably 13 miles offshore. Suddenly the Winchow dashed into the wharves, and when about 1,500 yards distant the smoke of a gun was observed in the vicinity of the city front was observed. Both vessels immediately returned the fire; more guns followed upon the shore, and when we arrived at the scene, about ten minutes later, a general engagement was in progress. The Winchow moved from behind a bank of vessels along the water front, the smoke from the guns of the Winchow had ended and was steaming slowly toward the eastward, outside of the Hudson.

The Winchow still maintained her original position when first fired upon. After firing several rounds from the Hudson's guns it was seen that she would soon be in line with the Winchow's fire. Accordingly we ran out around the latter vessel and fired on her for the benefit of the Winchow, I asked, pointing to the Winchow, "Shall I go down there and pitch in?" The answer was "Yes." Up to that time I had not received any directive information whatever as to the object in view nor what part the Hudson was expected to take in the affair. A signal had been flying from the Winchow's masthead for some time, which could not be distinguished from a signal that I have ever seen before. What it signified I have no means of knowing.

The Hudson ran in at full speed until about 150 yards inshore of the Winchow and a short distance to the eastward, where the engine was stopped and firing resumed with the two 6-pounders. Upon our original entry to the engagement the Hudson was located off the further guns, and struck the water with a trifle short of the city front, but after that all of our ships appeared to land in among the buildings on shore, some of them in close proximity to the enemy's guns.

The Hudson's action was very brilliant. There was no lack of ammunition, and the position of the Winchow was taken up in a very strong and accurate manner, and it was found quite difficult at times to avoid a collision with her. She was darting back and forth in line with the Winchow, and appeared to be in the path of the Winchow's fire, and we had to bear down upon her to keep her from the Winchow. As far as could be seen, there was no injury to her, and it was concluded finally that she was being maneuvered in this way to avoid the fixed concentration of range of her guns. It was afterwards learned that one of the Hudson's officers was in charge of the engine room, and the other officer on the bridge was giving orders to both, and then, commander was trying to point either end of her offshore in order to withdraw.

The enemy's shell was falling and bursting all over and around the two vessels, and why the Hudson was not seriously damaged by them is beyond comprehension. I saw one shell, that passed close over the top of our pilot boat, strike the Winchow; another, passed over the enemy, and burst. Another, passed close to us, and striking the water alongside the Winchow, half a mile outside, threw a column of spray nearly as high as her bridge. The use of smokeless
powder in some of the enemy’s guns made it impossible to locate them. But their marksmanship was very poor, and many of their shells struck a point far away from the point of origin.

The rudder on the port side, where it joins the stock, was struck once with similar results. The forward fire-room ventilator on the starboard side above the upper deck was struck four times, one only resulting in a percussive effect. The second ventilator on the same side was struck once and perforated, the hole being about one-half of an inch in diameter.

The after end of the pilot house was shattered, with the removal of small pieces of wood and the destruction of a porthole. The after ventilator was completely covered with smoke and the ship was completely disabled, and requested to be towed out of range of the enemy’s guns, which declined by a negative shake of the head. Ten or fifteen minutes later, we were ordered to the position to throw a line to the board of the Hun. The line was thrown over the side and we were told that the Hun was disabled and drifting in a southeasterly direction.

The crew was put ashore safely, but the Hun was quickly destroyed. We were without the water, the framing of the water all around us. We were within 100 feet of the Hun when a shell exploded, killing Ensign Bagley and three men, and the six casualties that were distinctly visible to most of our crew. The Wilmingon fired the last gun in the engagement, the Hun being the enemy’s batteries. When we started ahead with the Hun, the Wilmingon was nearly a mile distant, steaming out to windward. The Hun followed slowly with the Hun, the latter’s steering gear being disabled, she was yawing wildly and we had not proceeded more than a quarter of a mile when the Hun was sighted, and then we went ahead again. After a long and trying trip to get out another gun, we heard the Hun had been disabled and were now being killed by our guns.

After the dead and wounded had been transferred to the Wilmingon, we made fast alongside the Hun, in an endeavor to tow her in that manner. But, owing to the roughness of the bay, it was difficult for the water to sink her properly, but the two vessels was likely to sink the Hun that was made fast, and she was sunk. About 4 p.m. we started out of the bay with the Hun in tow, and arrived at the Hun in tow stern, finding the water in the bay. We then proceeded alongside the Hun at dark, and at 3:30 m. dropping the torpedo boat, started for Key West with the Hun, and the dead and wounded from the Hun, arriving there at 7:30 on the following morning.

While I may not particularize any individual act of heroism during the action, without doing an injustice to others equally as meritorious, I take great pleasure in directing the attention of the Department to the cool and gallant conduct of each and every officer and member of the crew that performed the duties intrusted to them.

Without the combined efforts of all hands on board this vessel, the Hun and the surviving members of her crew would have been lost.

Respectfully yours,


The Secretary of the Treasury,
Washington, D. C.

Sir: I have the honor to report that while reconnoitering with this vessel in the vicinity of Blanco Pass, Cardenas Bay, on the morning of the 13th instant, the topmost and peak of the mainmast of a small vessel, apparently lying at anchor, were discovered over the tops of the trees on Little Cayo Puerco. Sighting it to be one of the numerous fleet of vessels engaged in running the blockade between the Cardenas and eastern Cuban ports, we opened fire upon it at about 1,600 yards distance with the 4-inch gun and 6-pdr. After firing several shells, which struck apparently close proximity to the vessel, she was observed to fire away on her course, apparently to return to the port. We maintained a constant fire upon her, through and over the tops of the trees, until she was observed to sink in the water.

I then consulted with Lieut. F. R. Briand, U. S. N., commanding U. S. S. Deuce, who was on board by invitation—we were looking for a suitable harbor of refuge—determined to fire a piece of bomb and to round the northward end of the Cardenas blockade in order to procure a boat large enough to carry a “cutting out” party. The Hudson’s boat is too small for such purposes. After obtaining permission from the senior officer present, Commander James U. S. S. Hudson, off Cayo Puebres, Cardenas Bay, Cuba, July 15, 1898.

The Secretary of the Treasury,
Washington, D. C.

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EFFICIENCY OF THE REVENUE-CUTTER SERVICE.

M. Miller, U. S. N., commanding U. S. S. *Pompey*, a boat was borrowed from the *Ucasa*, with an armed crew of four men. We then returned to Bhanco Passage, finding the unknown vessel still at anchor behind the cay. As we approached the *Ucasa*, a small sloop was discovered trying to escape between two of the smaller cays. We fired three shells at her, when the crew of two men dropped their boat and anchor, and made off in a small sailboat. A "cutting out" party immediately organized, and departed in the *Pompey* boat to bring out the two vessels.

Lieutenant Brainard was in charge of the party consisting of Third Assistant Engineer T. C. Lewton, Second Assistant Engineer M. W. Smith, and three men from this vessel and four men from the *Ucasa*. Meanwhile the *Pompey* was kept in position to effectively cover the boat party in the event of attack by the enemy.

In about thirty minutes they returned with two boats, bringing them under their own sails. They proved to be the *Jenetta*, whose crew of two men voluntarily surrendered upon the approach of the boat, and the *Bella Ynez*, both of Caracas. The crew of the latter-named vessel escaped. Lieutenant Brainard reported finding a small vessel lying at anchor of the *Bella Ynez*, which had evidently been torn to pieces by a few of our shells. It is not known whether it was destroyed by our fire, or by fire of the *Pompey*. The fire was probably exploding inside of her, as the deck and both sides were shattered into splinters, protruding outward in every direction.

Both vessels were taken in tow and we arrived at the anchorage at the mouth of the river, where we were welcomed by three cheers from the crew of the *Pompey* and the blasts of the steam whistle of the *Ucasa*.

The expedition was handled in a most efficient manner by Lieutenant Brainard, in which he was ably assisted by Lieutenant Mead and Engineer Lewton. Our whole crew to a man volunteered for the service. Second Lieutenant J. H. Scott is personally and fire the forward gun, 13 shots in all, and it was as accurately done as any shooting from a great gun that I have ever witnessed.

Respectfully yours, [signature]

FRANK A. NEWCOMB
First Lieutenant, R. C. S., Commanding.

U. S. S. WINDSOR,
Havana Blockade, June 1, 1898.

**The Secretary of the Treasury,**
Washington, D. C.

_Sir: In accordance with instructions contained in Department letter of the 19th instant, I have the honor to submit the following report of the part taken by this vessel in the action at Cienfuegos, Cuba, May 11, 1898._

Having received orders from Commodore Remey, commanding naval base at Key West, Fla., to take the coal vessel Saturn from Key West to Cubagua, we left Key West with Saturn morning of May 8, and arrived off Cienfuegos afternoon of May 10. U. S. steamers *Marblehead* and *Nashville*, both armed, were also in the vicinity.

On May 11, Marblehead and Nashville steamed close inshore and shelled the shore and vicinity where the telegraph cables are landed. They then sent four boats, two from Marblehead and two from Nashville, inshore to garbage, close inshore to garbage, and closed the cables. After the work was completed, and before the boats could get out of range, the enemy from concealment behind a ridge opened fire on the boats, killing 2 and wounding 8 of the crew. During this time Marblehead and Nashville kept up a brisk fire, and soon the enemy was driven from their position, but took refuge in the light-house and a small fort beside it, and again opened fire on boats and ships. At this time the attack was called into action; took position between and inside of Marblehead and Nashville, and about 1,200 yards from the light-house and fort. Opened fire on the light-house and fort, and soon both were destroyed. Then the work of destruction was completed. As all were cleared from Marblehead to Windson, and after signal to cease firing, ships then moved offshore, as the enemy had apparently been driven from the vicinity. Numerous shots struck the ships, but no one was hurt on Marblehead or Windsor, except men from Marblehead who were in the boats.

On Nashville, Captain Maynard and Lieutenant Winslow were reported slightly wounded. Eighty-five shells were fired from Windson's battery in the action. The gunnery was most excellent, almost every shot striking light-house or fort from which the enemy were firing. Officers and crew were very cool, but enthusiastic in the action, and our battery was handled most admirably. Eagle was not in the action, having left during the night on some special duty. The enemy was supposed to have suffered severely. Certainly many must have been killed or wounded in the destruction of the light-house and fort, or what was supposed to be a fort.

After the action was over the wounded were placed on board the *Windson* and made as comfortable as possible; turned cabin into a hospital for their accommodation, and we left as soon as possible under full speed for Key West. Arrived there early on May 14, and sent wounded to hospital (not at once. Most of the wounded were so badly hurt that they were expected to die at once. I am, very respectfully,

S. E. MAQUIRE,
Captain, R. C. S.

U. S. S. DOLPHIN,
Off Havana, Cuba, May 17, 1898.

**COMMANDING OFFICER,**
U. S. S. *Dolphin*.

_Sir: Proceed with your vessel under your command to the vicinity of Bahia Honda, to the westward of Havana, with the utmost dispatch, for the purpose of giving the earliest possible notice of the approach of the Spanish fleet to the Havana blockade._

You will keep about 4 miles from the shore line.

3. Upon sighting the enemy run for the blockade off Havana, and when within about 7 miles of Havana begin to signal rockets at short intervals at night and single guns at short intervals by day.

4. Scouts from Key West are now in Yucatan Channel. It is hoped that you may get your first notice from them of the approach of the enemy, and that your signal will be acknowledged by a single rocket at night or single gun by day. Continue this warning until it is acknowledged, and then run for Dry Tortugas, eventually falling back on Key West._

Very respectfully,

J. C. WATSON,
Commander, U. S. Navy,
Commanding U. S. Naval Forces on South Atlantic Station.

_U. S. S. MANNING,_
Key West, Fla., May 31, 1898.

**The Secretary of the Treasury,**
Washington, D. C.

_Sir: I have the honor to submit the following report of the duty performed by this vessel from May 14 to 31, both inclusive._

May 14 to and including May 17 at 3.45 p.m., on blockade duty off Matanzas. May 18 to and including May 30, on scout duty off Bahia Honda.

May 31, on blockade duty off Havana.

On morning of May 31 arrived at Key West for coal and provisions.

Very respectfully yours, [signature]

F. M. MUNGER,
Captain, U. S. R. C. S., Commanding.

_U. S. S. MANNING,_
Guantanamo, Cuba, June 9, 1898.

**The Secretary of the Treasury,**
Washington, D. C.

_Sir: I have the honor to submit the following statement of the duty performed by this vessel each day during the month of June._

On June 1 and 2 at Key West, engaged in coaling ship.

On June 3 at Key West coaling ship. Vessel reported ready for sea and awaiting orders. Firing of 7 guns on 4th July, inclining at Key West awaiting orders.

On June 8 at Key West coaling ship. Vessel reported ready for sea and awaiting orders.

June 8, at 5.30 a.m., this vessel left Key West for Havana and was assigned to blockading duty between Bahia Honda and Cabanas, leaving Havana at 5.30 p.m. and arriving on her station at 8.30 p.m.

June 10 off Bahia Honda on blockade duty.

June 11 off Bahia Honda on blockade duty. Received orders from Commodore Watson to return to Key West for convoy duty, and accordingly left station at 7 p.m. for Key West.
On June 13, at 6.18 a.m., anchored at Key West, coal ship, and reported vessel ready for sea at 5 p.m. On June 13 at Key West awaiting orders. On June 14, at 5 p.m., reported to the commanding officer of the U.S.S. Indiana as part of the convoy for Cuba. From June 15 to 31, inclusive, cruising with start attached to fleet protecting transports. On June 25 engaged in carrying dispatches between army headquarters and Admiral Sampson. Received orders to proceed to Daiquirí to protect armistice base of supplies. On June 26 and 27 engaged in protecting armistice base of supplies at Daiquirí. On June 28, at 9.45 a.m., proceeded under orders to Guantanamo for coal. At 1:30 p.m. anchored at Guantanamo. On June 28th, 6 a.m., in carrying dispatches between Guantanamo and the blockading fleet off Santiago. On June 30 engaged in carrying dispatches between Guantanamo and the blockading fleet off Santiago. At 6:15 p.m. commenced coal ship at Guantanamo. Respectfully yours,

F. M. MUNGER,
Captain, U. S. R. C. S., Commanding.

U. S. S. MANNING,
Guantanamo, Cuba, July 31, 1898.

The SECRETARY OF THE TREASURY,
Washington, D. C.

Sir: I have the honor to submit the following report of the duty performed by this vessel during the month of July, 1898: On the 1st at Guantanamo coal ship; carried dispatches to the flagship, off Santiago; from the 23d to and including the 30th at Daiquirí, protecting the army base of supplies. On the 27th Spanish troops were seen approaching the south side of the hill west of the camp. About the same time transports Long and No. 31 arrived from Stoney and reported that they had observed a troop of from 20 to 30 Spaniards on the hill. We opened fire on those observed and continued firing at intervals. A late reconnaissance around the hill revealed no Spaniards, as they had probably fled to the mountains. The men were kept at quarters during the night and careful watch was maintained, but nothing suspicious was observed during the night there being no army surgeon at Daiquirí, the surgeons from this vessel visited camp twice each day, and frequently at other times as called. He treated 200 patients, and as the army supply of medicine was meager and unsatisfactory, the trouble was largely our store of quinine. Later our own men were taken ill, where we had 12 men sick. A fortunate relief from that duty stopped the infection. On the 11th proceeded to Guantanamo for coal. On the 13th, at 1:30 a.m., received immediate orders of Commodore Todd, U. S. N., commanding U. S. S. Wilmington. On the 13th, cruising under orders to join the blockade off Manzanillo. On July 18th, joined the blockade ship Manzanillo. On the 17th, changed under orders to join the blockade at Manzanillo. On the 19th, at 1:30 a.m., received immediate orders of Capt. C. G. Goodrich, U. S. N., commanding U. S. S. Phoenix. On the 20th, boarded Santa Cruz del Sur. On the 21st, assisted in clearing the canteen and transferring the crews. From the 22d, steaming toward Cape Cruz. From the 23d to and including the 29th, on blockade duty off Cape Cruz. From the 24th to and including the 29th, on blockade duty off Cape Cruz. From the 30th to and including the 31st, on blockade duty off Cape Cruz. On the 30th, received orders to proceed to Guantanamo. On the 31st, arrived at Guantanamo. On the 31st, at Guantanamo, coal ship. Respectfully yours,

F. M. MUNGER,
Captain, U. S. R. C. S., Commanding.

U. S. S. MANNING,

The SECRETARY OF THE TREASURY,
Washington, D. C.

SIR: I have the honor to report the arrival of my command at this yard to-day, after an absence on active war service of nearly four months' duration. During the period in question the Manning has been engaged in host, ad action four times, and one instance a direct attack on a unit in the fleet. I am afoot on sharp, secondary batteries of the ship have fired in all about 2000 rounds in hostile fight, the main battery guns consisting, should be stated, of 4-inch rapid-fire rifles. Despite the exposure of the Manning to the heat of battle, no member of the crew was injured in that not a casualty has occurred on board, nor has the vessel sustained in point of material or equipment any damage. On the 26th, by the Department the participation of the Manning in the engagements of May 13 and 13 last, at Caeñas and Mariel, Cuba, and I noted in my report of these operations the commendation of Commodore J. C. Watson, U. S. R. C. S., on the gallantry of the Manning at Caeñas.

Following the convoy of the troop transport Guadalupe and the landing of that duty, the Manning was assigned to blockade patrol off the port of Matanzas. This work lasted until May 17, when the Manning was transferred to the westward, with orders to take station off Bahía Honda and watch for any intimation of the approach of Cervera's fleet. This duty was one of the most exciting of all which fell to the lot of my command during the entire summer. To understand its importance it must be known that the Manning stood between the Havana blockading fleet and the enemy.

Our fleet had never depended wholly on the Manning for news of the approach of the enemy, and only the greatest vigilance on the part of those on the ship could ensure a detection of the Spanish approach. This duty lasted until May 24, when news was received of the 'destiny' of Cervera's fleet in Santo Domingo. Subsequent to the news, arrived the letter outlining the landing aid in patrol before Havana, and on May 25, when the German war ship Götter made a dash out of Havana without attempt to speak the blockading fleet the Manning was ordered to overtake her and was doing so on a smart run of a few miles, during which the ship made about 17 knots per hour.

From May 24 to June 14 the Manning was employed on the patrol from Havana to Bahía Honda. After the letter of the latter-named ship, the Manning was further ordered to overtake the fleet charged with the protection of the Fifth Army Corps in its transportation to Santo Domingo. The convoy duty lasted from June 14 to June 22. The Manning did her share of the work equally with the other armed vessels of the fleet, alternating from steaming in column formation to scouting on the flanks and in the rear. On arriving before Santo Domingo the Manning took charge of a division of the transports and held her station for a few hours, her station at a point about 15 miles to the westward of Santo Domingo harbor.

On June 25 the detached squadron of transports was taken in by the Manning to the point of disembarkation at Siboney, and throughout the next day and they, the convoy tow, dispatches were conveyed between army headquarters at Daiquirí and more advanced points occupied by the army. During this work the ship was under command of Capt. C. C. Goodrich, U. S. N., commanding U. S. S. Phoenix. On June 26 the Manning was ordered to take station at Daiquirí and guard the army base of supplies at that point from attack. This duty continued until July 1, 1898. On July 5 the Manning was relieved by the ship before her, the base of supplies. The work of this day was exceptionally good, and the shots were placed in the enemy's position with precision and deliberation. I might mention in connection that the batteries of the ship were charged at the bridge on July 1, 1898. to First Lt. C. H. McElwain, executive officer, and Sec. In. G. M. Daniel, navigating officer, while Second Lieut. G. L. Carden, ordnance officer, took immediate charge of the division of the second division of guns, consisting of two 4-inch R. F. S. and two 6-pounders, and to Third Lieut. A. T. Mitchell, was assigned the charge of the 4-inch gun and two 6-pounders forward. Third Lieut. W. A. Wiley was assigned the charge of the 4-inch gun and two 6-pounders. In the engine department was assigned the charge of the 6-pounder. In the engine department was assigned the charge of the 6-pounder.

The engine department was assigned the charge of the 6-pounder.

At 2:45 p.m., after the landing operations of the troops were completed, the Manning was ordered to report to Admiral Sampson for duty. She was ordered to proceed to the coast of Spain.

During the period from May 24th to June 14th, 1898, the Manning was in charge of Second Lieut. G. L. Carden, and was held in readiness for short duty whenever occasion for the service should arise. The arm guard force consisted of 100 men. At one time several men on shore
EFFICIENCY OF THE REVENUE-CUTTER SERVICE.

available for duty to 15. No surgeon being present with the army force, Dr. Mitchell took the charge of the sick, and no case was lost while in his care. On July 10, on the arrival of army reinforcements, Dr. Mitchell was relieved by Captain and Surgeon Ten Eyk of the Army. But for the presence of the Army force from the Army would have declared war with the government of the amusement of the protection of Daquiñi. All stops of the army of invasion, or the major portions of them, were in store at this point, and an attack was actually made when our guard was disabled by sickness.

On July 18 the Manning was assigned to duty with the squadron under Commander Todd, of U. S. S. Wilmington, operating in on the vicinity of Margarita Island. On July 21st, when we finally arrived in the bay stretching away between Cape Cruz and Quenico. As the Manning passed through the bay channel on July 18, and while off Negro, she fired on the shore batteries, but nothing came.

On July 20 Commander Todd's squadron, consisting of Wilmington, Helena, Manning, Scorpion, Ossorio, and Het, engaged the shore fortifications in fleet formation, the Manning's place in the formation being number 3. On this occasion the Manning fired 102 shots, the range varying from 3,800 to 3,500 yards. Both the first and second divisions scored a number of excellent hits.

On July 21 and 22 the Manning assisted in dragging telegraph cables off Quenico and at a point about 25 miles to the westward of Jucaro. Up to and including July 26 the Manning took station in the vicinity of Jucaro on blockade duty. My command was charged with the work of preventing the blockade of the waters and the cutting of the Neri, but on arriving off that place on July 25 the position was changed and continued by the blockading ship, the Manning. This work was then entirely done up to a point about 20 miles to the westward, where a Spanish signal tower was shelled.

Following the duty off Cape Cruz the Manning was assigned to service off blockade on Cienfuegos, and she remained on this last-mentioned work until ordered to Key West on July 15. During the Cienfuegos blockade duty considerable work was done by the signal camp, commanded by Alvarado, located about 18 miles to the westward of Cienfuegos.

On July 15, when news was received of the signing of the protocol between the United States and Great Britain, I personally visited the insurgent camp, accompanied by Mr. Whitworth, and interviewed the insurgents, informing them of the general provisions of that treaty. On July 15, under orders from the Spanish authorities with the consent of the authorities, I went to the entrance of Cienfuegos under flag of truce. The Spanish gun vessel Acero came out in response, and I sent Lieutenant Carden on board to acquire the Spanish authorities with the signal camp. On the return of that officer the Manning proceeded to Key West, where she arrived on July 17. On July 19 we left Key West under orders from Commodore Ramsey for this place, arriving here in the early hours of the 20th, in time to be ahead of the blockading ship, Cienfuegos.

There is no sickness on board, although both officers and men have been through a most trying and difficult period of war. There have been a number of cases of illness, but all were taken care of. Except for the exhausting effects of tropical service, I may say that the general health of the command is excellent.

In conclusion, I avail myself of the opportunity to commend First Lieut. C. H. McCloud for his care and attention to the sick. This earnest and thoughtful attention to duty the ship has been kept in efficient condition and ready for all demands. I also commend Second Lieutenant Daniels, navigator, who has stood watch on the bridge day and night, and always kept in complete knowledge of the ship's position.

Second Lieutenant Carden, ordnance officer, has shown zeal and intelligence in the execution of his duty and position, and the duties well recommend him. Chief Engineer Whitworth has kept the motive power in such condition that we have always been ready to obey a rush order, and I commend him for hard and faithful work.

While not naming all, I desire to commend my officers for having borne to the best of their ability, and the men, one and all, gave the officers good and loyal support.

Respectfully yours,

FRED. M. MUNGER
Captain, R. C. S., Commanding Manning.

U. S. S. HAMILTON
On Havana Blockade, May 29, 1899.

The Secretary of the Treasury,
Washington, D. C.

Sir: In compliance with the directions contained in Department letter of the 19th instant, I have the honor to make the following statement concerning the duty performed by this ship:

The ship was launched on May 1, 1899, and proceeded with my command from North to Key West in obedience to orders. I reported at the latter place on May 1 to the senior officer present, and was instructed by him to prepare at once for duty with the fleet.

On May 2, I received instructions to take a heavily loaded coal hulk out to the blockading ship, and to proceed to Key West in the hour of the 3d, and a start was made for a point 300 miles east of Havana. By running well to the northward of the coast line during the day, it was thought that, at night, the ship might be avoided. This was advisable, as the mission was to land the men as speedily and quietly as possible.

Shortly before midnight of the 4th a heretofore brig was sighted, standing toward the northward. The vessel was the old Bahama vessel, the Signal. It looked like a Spanish vessel, but bearing in mind the instructions received relative to not taking prizes until the officers should have been landed I proceeded cautiously. At 11 o'clock that night the passengers were landed, and the brig was horrified, as was shown by the passengers being landed, as to care for them would weaken the ship's fighting force.

No other vessel with a stronger battery being available, the Hamilton was selected for the work of landing the Cubans. They were taken aboard at the afternoon of the 3d, and a start was made for a point 300 miles east of Havana.

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By midnight of the 4th Lasobes Cay was reached. Being English territory, and the Verde keeper being an Englishman, it was thought he might be able to give something to indicate the Spanish form of the location of the Spanish signals. Officer sent ashore with the two Cubans, and it was learned that none of the enemy's vessels had been seen for several days. The course to the eastward was therefore continued, and on the 5th morning the eastern Cape was reached, on the eastern part of Cay Romano. Here a signal was made from the ship in order to attract the attention of the inhabitants, and in a few minutes a signal was made from the Spanish forces. Two masts, one with a flag, and the two passengers in the Spanish government. As they stated that a body of Spanish forces were about 6 miles to the eastward, the landing had to be cautiously made, but was accomplished successfully, and having been safely performed, the ship was headed back for Key West.

On the afternoon of the 5th, while steaming to the westward through St. Nicholas Squadron, signals were exchanged with one of the ships of the North Atlantic Squadron, which was standing to the eastward. A little later the Montgomery was met with a prize in tow, which proved to be the Spanish brig Freytag, the one passed near us in May, which would have been captured under the instructions of the Montgomery, coming from the opposite direction, taken her a few hours earlier, and steaming south. The commanding officer of the Montgomery requested me to put some men on board to increase the prize crew and take the brig. I agreed to do this; put three seamen on board, and towed the prize to Key West, delivering her to the senior officer present early on the morning of the 6th.

After cleaning the ship and the connections, and steaming without anyone having been ready for sea again on the 11th, and on the afternoon of the 16th orders were received from the senior officer to sea and report for duty from the senior officer of the blockading fleet off Havana. I left port immediately, and on the 18th of the 17th reported to Commodore Waton, on the Dolphin, receiving instructions from him as to station and the signals agreed on. The eastern (inshore) end of the
THE SECRETARY OF THE TREASURY,
Washington, D. C.

On Havana Blockade, Cuba, June 29, 1898.

SIR: Following the instructions contained in Department letter of May 19, 1898, I have the honor to make the following report of the duties performed by this ship: My previous report closed on May 29, the ship being then on blockade off Havana. The duty was continued until June 5, when the coal supply having been used, the ship was ordered to Key West for coal, repairs, and repairs, having been performed, on June 13, the ship was put to sea.
EFFICIENCY OF THE REVENUE-CUTTER SERVICE.

U. S. S. HAMILTON.
United States Navy Yard, Norfolk, Va., August 26, 1898.

SIR: As stated in my report ending July 31, this ship started to Key West on the 6th day with a broken rudder. She reached there in safety on the morning of August 1.

The repairs to the rudder were begun at once and were completed on the 10th. On the 16th, having coaled ship and taken on board the mail for the fleet off the Havana, I sailed again for the blockade. The senior officer's ship was reached on the morning of the 11th, and after the mails were delivered orders were received to take station on the east wing of the blockading force. It may be stated here that this ship was relieved on her station before going to Key West by the converted yacht Oneida, which was fired on a few days later by the company of infantry making a surprise raid. Fire was opened and all part of the alert fire to us. Fortunately no injury was done to either men or ship.

On the afternoon of the 11th a signal was received to report on board of the flagship. At the same time ten dispatches had been received by the Flagship Hometown that Captain-General Blanco would probably attempt to escape from Havana, and I was ordered to Vicksburg to be sent over the entire flag. The flag and the Hometown were about 5 miles off the Morro batteries, the Hamilton being about 500 yards west of the flag and near the Morro shore. As it gradually grew lighter the three batteries suddenly opened on us, firing from fifteen to twenty heavy shells. The San Francisco had just headed out, but before she could get out of range a shell burst near her stern and a fragment tore into one of the plates below the rail. No attempt was made to return the fire, and we soon ran out of range, my command suffering no damage from the fusillade. A little later in the day the order was modified as to distance from the batteries at night.

On the morning of the 12th signals were received from the flagship to "come within hail" and "send a boat alongside." A boat was sent, and two were received to us, one from the Coast and Fish Hawk and then proceeded to Key West, a cessation of hostilities having been declared. The dispatches were delivered, and at 12:50 p.m. the course was set for Key West, taking the Hometown and the Morro, sailed westward, making signals of distress and, after a rendezvous with the coast batteries from after 4-inch gun, all striking in line with schooner, but somewhat on the 80th we were out of range, or at least they ceased firing; consequently we were under the enemy's fire for a period of twenty minutes. When the firing began, we were about 3 miles from the shore. No casualties occurred on board this vessel. The schooner stood in under the batteries and into Havana Harbor. The Morro resumed the patrol of her station on blockade.

Respectfully yours,

H. D. SMITH,
Captain, U. S. R. C. S., Commanding Morrill.

THE SECRETARY OF THE TREASURY,
Washington, D. C.
August 24, 1898.

SIR: I have the honor to submit, as directed, the following synopsis of the operations of the Revenue-Cutter service for the journal for the months of May, June, July, and August, 1898, while in cooperation with the United States Navy:


May 2, sailed from Lynnhaven Roads for Key West.

May 2, arrived at Key West.

May 5, arrived at Charleston, S. C.

May 8, arrived at Charleston, S. C., anchored safely in harbor.

May 11, departed from Charleston, S. C.

May 12, arrived at Key West.

May 18, arrived with prize in Key West.

May 19, returned to station on Havana blockade. Patrolled station until May 18.

May 18, received orders from Commodore Watson, U. S. N., to proceed to Fortiss Monroe and report by letter to Admiral Sampson, U. S. N., for Key West.

May 27, arrived at Key West and received orders from Commodore Remey, U. S. N., revoking orders of previous day. Blew down boiler and began cleaning.

May 27, received orders from Commodore Remey, U. S. N., to proceed to Tampa, Fla., and relieve the U. S. S. Helena, on guard duty to army transport. At that place. Sailed at 8:30 p. m.

The Secretary of the Treasury.

WASHINGTON, D. C.
May 25, 1898.

SIR: In obedience to Department letter of May 19, I respectfully submit the following report:

The U. S. S. Erwin has been under fire from the batteries protecting the harbor of Havana on two occasions.

At 5:49 p. m. on May 8, the Morrill being at the east end of her station, about 4 miles off Havana, three shots were fired at her from the Ojijima battery. One shot fell about 100 yards short of the vessel, and the other two were 600 or 600 yards short. No reply was made by the Morrill, and the duty of patrolling station was continued without further incident.

W. D. ROATH,
Captain, R. C. S.

U. S. S. MORRILL,
Key West, Fla., May 25, 1898.
EFFICIENCY OF THE REVENUE-CUTTER SERVICE.

May 28, arrived at Port Tampa, and relieved the U. S. S. Helena.

May 29, commanding officer paid official call on Major-General Shafter, commanding United States forces at Tampa.

June 1, convoy fleet for transports came into Port Tampa.

June 9, transports ready to sail, but orders received from Washington telling commandant, as Spanish war vessels were reported to be within six hours sail of Port Tampa, Patrol Gulf of Mexico from Egmont Key, 40 miles to northward, looking after blockade, and patrol outside of Egmont Key to the northward.

June 11, steamed back to Port Tampa and resumed guard duty.

June 14, proceeded to Egmont Key and anchored. U. S. S. Pandora and convoy fleet sailed from San Antonio, to send to Washington from Port Tampa, and ordered to proceed to place and resume guard duty.

Aug. 8, anchored in Tampa Bay and sailed under escort.

Aug. 9, returned to Port Tampa and remained there on guard duty until July 31, with occasional visits to St. Petersburg, Fla., for water and supplies.

July 31, received orders from Commodore Remey, U. S. N., directing that vessel affect protection and transportation for Assistant Paymaster Hall, U. S. N., on a mission of Government money. Paymaster Hall reported on board.

Aug. 1, money arrived and brought on board by Paymaster Hall. Steamed down Tampa Bay and anchored under Egmont Key. Weather Ugly and threatening.

Aug. 2, at 5 a.m., blowing a strong gale; anchored on a lee shore. Under way and proceeded in making a less exposed anchorage under shoal off Pinestone Point, Tampa Bay, avoiding hurricanes.

Aug. 3, under way and making passage to Key West in obedience to orders.

Aug. 5, arrived at Key West, and commanding officer reported to Commodore Remey. U. S. N. Paymaster Hall left the vessel.

Aug. 5, divers began work of cleaning bottom.

Aug. 9, divers finished work of cleaning bottom.

Aug. 10, leave for Key West, and report for blockade duty.

Aug. 11, commanding officer reported to Commodore Remey, U. S. N., that vessel was ready for blockade. Received orders to proceed to Key West, and took over for blockade duty. A Spanish steamer Montserrat was in that port, and that the utmost vigilance was to be exercised to prevent her escape. Sailed at 6:15 a.m.

Aug. 12, leaving port of Matanzas, under Spanish jurisdiction. Received orders from Commodore Remey, U. S. N., to proceed to Sabinilla Point, bearing S. by W. (mag.) and SW. by W. (mag.)

Aug. 13, on blockade duty off Matanzas. At 5.30 p.m., received orders from the senior officer, that as there had been a cessation of hostilities, the Morrell would lie off Matanzas until further orders, but not to proceed to the ingress or egress of any vessel entering or leaving.

Aug. 14, at daylight U. S. S. Vickburg in sight, and signaled for Morrell to "come within harbor." Received orders to proceed to Key West immediately. Commanding officer reported to Commodore Remey, U. S. N., upon arrival at Key West, and received orders to proceed to Norfolk, Va. Commanding officer of the U. S. S. torpedo boat Ericsson requested that Morrell tow the Ericsson to Hampton Roads, Virginia. Received permission to proceed to sea with Ericsson in tow, July 17.5 p.m. left the harbor of Key West.

Aug. 17, arrived at Charleston, S. C.

Aug. 20, steam ship and sailed for Norfolk with Ericsson in tow at 5.50 p.m.

Aug. 20, Ericsson cast off, towline at 6.45 p.m. off Cape Henry. Morrell steamed into anchorage in Lynnhaven Roads, coming to at 7.30 p.m.

Aug. 22, in position of blockade, and after varying quarantine, both Morrell and Ericsson being turn on Norfolk Navy-Yard, arriving there at 3.58 p.m. Commandant paid in direction as commandant and received orders to keep vessel in readiness upon short notice until further orders. Respectfully submitted.

H. D. Smith, Captain, U. S. R. C. S., Commanding.

U. S. S. Woodbury, Key West, Fla., August 15, 1898.

The Secretary of the Treasury.

Sir: In compliance with Department order, dated May 19, 1898, which directs that I submit a full detailed report of the movements and part taken by my command in all engagements with the enemy and in the performance of extra hazardous duties, I have the honor to submit the following:

The Woodbury, after being fitted out as an auxiliary cruiser at the navy-yard at Norfolk, Va., her old guns being removed and six 6-pounders, all rapid-fire guns, and one Colt automatic 6-millimeter gun, erected in position and being supplied with ammunition and small arms, sailed from that port, at 4.35 p.m. of April 5, 1898, after receiving despatches from the honorable Secretary of War, to proceed to Key West, Fla., and report to the commander in chief of the North Atlantic Fleet, and anchored at 5.35 p.m. of that date in the lower part of the Chesapeake Bay, for the purpose of swinging ship and ascertaining compass error, and to complete the organization of the ship's company.

May 1, completed the adjustment of the compasses and had a lengthened exercise at general quarters and target practice, using small arms. The guns proved to be well mounted and the ammunition good, but we failed to destroy the target until rammed with the vessel. Steamed into Charleston Harbor and anchored at 6.10 p.m.

May 4, at Charleston took on board 24 tons of coal and 1,000 gallons of fresh water, shipped one seaman and one fireman, and at 7.30 p.m. sailed for Key West, Fla.

May 5, steering to the southward, drilled the crew at quarters and the signal men at signals.

May 8, steering to the southward, close to the Florida coast, and drilling the crew. The vessel proceeds into warmer latitudes it becomes evident that the ventilation of the fire room is not sufficient.

May 9, arrived in the southward and drilling the crew. At 7.15 p.m. anchored off Key West and reported to Commodore George C. Remey, United States Navy, the senior officer present; deficiencies in fire-room ventilation were reported and the commodore directed the necessary repairs.

May 8 to 10th, in Key West. During this interval the fire-room ventilators were lengthened and the crew were drilled at all battle duties from the commencement of action to the abandonment of the vessel. To report to the senior officer off Havana for duty on the blockade, and at 4.30 p.m. sailed from Key West on that duty.

May 12, in the blockading fleet off Havana and reported to Commodore James H. Wilson, on duty. The duties and system of the blockade were explained to me and the vessel was assigned to station 4 east, with the Morro light bearing southwest. The sea off the Cuban coast, though not rough, was found to be sufficient to turn any vessel.
August 2, reported to Commodore Howell and was assigned to station 3, east Morro light bearings on S.W. 6 to 8 miles.

The inspection of the senior officer, received Lieutenant Peters, U.S.N., of the Buoyard, on board and took him in toward Havana under a flag of truce, the object being to receive some Spanish soldiers that had been captured by the Buoyard while under a Red Cross flag, and which it was the intention to return to the Spanish authorities. The Spanish accepted their return, and we were variously engaged on this business until 11 p.m., when we returned to our station.

Nothing unusual occurred until August 11, when we were ordered to keep close up to Morro during the night, as it was expected that the Spanish Captain-General Blanco would attempt to escape.

At 5.30 a.m. the next day, being less than one and a half mile from the flagship, the batteries near Morro opened. Some 10 or 12 heavy shots were fired, one of which struck the San Francisco, but luckily we got out of range without doing any damage.

At 10 a.m., this day the blockade was raised. At 10 a.m., received orders to take the mail to the senior officer off Matanzas and then proceed to Key West and report to Commodore Remey, the commandant of the naval base. The mail was delivered to the Captain of the San Francisco at 4.45 p.m., and we sailed for Key West, arriving off the bar and anchoring at 3.15 a.m. of the 14th.

August 15 a.m., commenced coaling ship, and in the p.m. I received a telegram granting me sick leave and I turned the command over to First Lieutenant Worth G. Ross, R. C. S.

Respectfully yours,

H. B. ROGERS,
Captain, R. C. S., Commanding U. S. S. Woodbury during the period covered in this report.

U. S. S. WOODBURY,
Norfolk Navy-Yard, Va., September 2, 1898.

The SECRETARY OF THE TREASURY.
Washington, D. C.

Sir: For the benefit of the Department record concerning the part taken by the Revenue-Cutter Service in the Spanish War I desire to call attention to an incident which occurred to this vessel under fire just before she was withdrawn from the blockade of Havanna.

On August 11, 1898, the station of the Woodbury was to the eastward and next to our fire, which had orders to approach San Francisco. We had orders to approach Morro, but the battery fire was close as 3 miles, for reasons indicated by the commodore commanding. Previous to that time 4 miles was the minimum limit.

The following morning at 5 a.m., August 12, just at the break of day, while the Woodbury was heading toward the Morro, with the San Francisco less than half a mile inshore on starboard bow, the Spanish batteries opened fire. Two of the shells were seen to pass over the Woodbury. One shell, which I observed myself, fell near the vessel on port beam and sent up a large column of water as it struck the sea. Most of them fell close to the San Francisco, and she was hit by one, at least, and narrowly escaped serious injury. As soon as possible that vessel and the Woodbury steamed out of range.

This occurrence gains interest from the fact that these were the last guns fired from the Morro batteries before the close of the war, the blockade being raised the same day. Respectfully yours,

WORTH G. ROSS,
First Lieutenant, R. C. S., Temporarily Commanding.

U. S. S. MOLANE,
Fort Tampa, Fla., September 20, 1898.

The SECRETARY OF THE NAVY.
Navy Department, Washington, D. C.

Sir: As no blank forms were furnished me on which to make periodical reports of the services performed by the vessel under my command during her recent engagement in connection with the War with Spain, I have had the honor of making this report concerning the duty assigned her and the manner in which it was performed. The report, though covering a long period, will necessarily be brief, while due care was exercising, trying, and, owing to the extensive heat and the great number of mosquitoes, wearing on officers and crew alike, it was monotonous in the extreme and entirely devoid of exciting incidents. But, in justice to all on board, I deem it my duty to place on record the fact that we faithfully, con-
to leave, which he did promptly. Owing to the shoal water around the islands, and to the fact that we have no steam launch, most of these boat expeditions were long and arduous; but the work was done in a manner wholly satisfactory to the Psyche.

No boats or vessels of any kind were permitted to anchor, or, if anchored before being notified of the case, to remain at anchor near the line of cables, either in the bay or off shore.

On the 30th of July the Melane was relieved, by order of the commander of the nearest revenue cutter. I received orders (copy included) from the U. S. Revenue Service at St. Petersburg, and was directed to report to the commanding, Commodore George C. Remey, U. S. N., on board the flagship Lancaster. I reported the next forenoon, and was directed to make a survey of the entire length of the line of cables, to resurvey the lines of cables from the Pomona to the Tacoma, and to relieve the Tacoma as soon as practicable after the reporting of the men. We relieved that vessel on the afternoon of the 15th.

We were as well as we could be, and after a short period of refit in four切 coal and provisions were to be obtained at Port Tampa, and I was to use my discretion in going there for them. Not including the time when relieved by the Tacoma in July, we were in port (at Port Tampa and St. Petersburg) for ten days, and found the weather clearer in any other month of the year. We had all nine days, including five days in June, when, by permission, the boiler was cleaned, painted, and filled with fresh water; inability to get coal one day and heavy weather another day made our stays in port two days longer than they would otherwise have been. We could not get coal and water at the same time, as we obtained fresh water at St. Petersburg, 7 miles from the coal dock at Port Tampa, and that dock was on each trip. Practically, therefore, we were on duty the entire time. When off our station for supplies the guard on Sanibel Island was in charge of a petty officer.

The long-continued dry weather was agreeable apparently more excessive by frequent calms, and there was very little change in temperature between day and night, became exceedingly exasperating and wearing on those accustomed to a more northerly climate; and, perhaps, this is part of the secret of the men's pleasant appearance and buoyant spirits. These insects were so numerous and aggressive that it was almost impossible to keep the guard on shore at times, and not infrequently the men would go out to the ships and feel badly sworn from their stings. The night relief watch slept in one of the test houses, which we tried to screen and free from mosquitoes, but could not do so effectually. It was not every night that we were troubled with these board swarms.

The anchor watches, as they did, ceaseless vigilance on the part of the officer in charge, was generally about the lookout stations that were far more than another day, and exhausting them. While glad to be of service on any station and in any capacity, the comparative inactivity and the monotony of the duty that fell to our lot (which did not alter at all) was not to be accounted for by employment on the blocksack, or for other and more exciting and hazardous duties.

The importance of keeping a good lookout was appreciated by all, and it gives me particular satisfaction to the efficient and intelligent manner in which each officer did his duty. That were not given more active employment and an opportunity to encounter the growing dangers, that are incident to a state of war, our unfortunates, it is to be regret to us all. We remained in our station off Sanibel Island until the evening of August 20, when a telegraphic order was received directing the Melane to proceed to Port Tampa, and that task was performed by the officers who served on the Melane during the war.


Third Lieut. C. W. Pedrick, U. S. R. C. S., until his detachment on June 20.

Second Asst. Engineer C. A. Wheeler, U. S. R. C. S., from April 23, when he joined the vessel, and who has been in charge of the machinery since the detachment of the chief engineer.

Pilot H. J. Seymour, who has long been in the employ of the United States Revenue-Cutter Service.

Respectfully yours,

W. E. REYNOLDS,
First Lieutenant, U. S. R. C. S., Commanding.
to supply them with means of sustenance for days until sufficient provisions could be got for them.

That Lieutenant Edmonds was out from noon on Saturday, July 8, 1899, until noon on Monday, July 13, 1899, during which time it rained seven days in a row, in hot July weather, with every danger and discomfort which the situation could produce, so much so that it was feared this would produce such marked effects that the health of the children of men who had lost their all in the flood of water which devastated the valley of the Brazos River. His cool courage and undaunted resolution in such a time of danger and almost unfathomable conditions of heat and other physical necessities to the task of saving the lives of the folks and the community, the officers and the men of Lieut. Edmonds and his men, as much as it does to the gallant men who fought at Manila and Santiago. Coming among us as an entire stranger, with no motive save that of a noble soul moved by the sufferings of a common humanity, bore the strain and carried it through, and has earned himself as one of our most efficient officers.

Resolved, That the report made by Lieutenant Edmonds is received and his acts fully approved.

L. R. BRYAN, Chairman,[and others.]

AUSTIN, TEX., July 20, 1899.

DEAR SIR: I cannot refrain from personally expressing to you my appreciation of the efficiency of your services in carrying relief to the unfortunate sufferers from the Brazos flood, at Brazoria, Columbia, and other places, as observed by me while engaged in the work. Your actions were noted by the people there and will not soon be forgotten by them. Your work was not only well timed, but was arduous, painstaking, and was carried on to an unusual degree, and was accomplished with no little labor, exposure, and personal danger.

I am, with great respect, yours truly,

W. F. BLUNT, M. D.,
State Health Officer and Surgeon-General, State of Texas.

Lient. S. P. EDMONDS,
Revenue Cutter Galveston, Galveston, Tex.

In addition to the services rendered by the service have aided the Marine-Hospital Service and State health authorities along the Gulf coast in enforcing national and State quarantine laws and regulations, and the Department has many reports on file from State health officers expressing their appreciation of the services thus rendered.

TREASURY DEPARTMENT, OFFICE OF THE SECRETARY,
Washington, D. C., December 15, 1899.

SIR: I have the honor to acknowledge the receipt of your letter of the 12th instant referring to the bill S. 785, Fifty-sixth Congress, for the purpose of recommending the efficiency of the Revenue-Cutter Service, and requesting me to furnish your committee with such suggestions as I may deem proper touching the merits of the bill and the propriety of its passage.

I respectfully refer the bill referred to, with my earnest recommendation for its early enactment without amendment, and for the following, among many reasons,

1. Because, in order that the efficiency of the service may be not only maintained but promoted, it is absolutely imperative that this bill should pass.

2. Because, aside from all grounds of expediency, it will be an act of simple justice to service which has distinguished itself in every field of usefulness in peace and in war, from 1790 to 1899, and has earned its place in the history of the Republic covering a period of one hundred and nine years, alongside of the Army and Navy as an arm of the national service, of universal recognition.

3. Because, in my judgment, no arm of the public service has more fairly earned its most generous title than the Revenue-Cutter Service.

I find that each annual report of this Department from 1872 to 1899 contains urgent recommendations for legislation covering the purpose of this bill. In this connection I respectfully refer you to my annual report for the fiscal year ended June 30, 1899, pages 36 and 57 (copy herewith).

Respectfully

L. J. GAGE, Secretary.

Hon. WILLIAM P. FRYE,
Chairman Committee on Commerce, United States Senate.
### Efficiency of the Revenue-Cutter Service.

#### Pay Table of Officers United States Revenue-Cutter Service, under existing law.

<table>
<thead>
<tr>
<th>Number of Officers</th>
<th>Grades.</th>
<th>Pay per annum.</th>
<th>Total pay for each grade.</th>
</tr>
</thead>
<tbody>
<tr>
<td>27 Captains</td>
<td></td>
<td>$2,550</td>
<td>$69,500</td>
</tr>
<tr>
<td>28 First Lieutenant</td>
<td></td>
<td>$2,500</td>
<td>$66,000</td>
</tr>
<tr>
<td>27 Second Lieutenant</td>
<td></td>
<td>$2,500</td>
<td>$62,500</td>
</tr>
<tr>
<td>27 Third Lieutenant</td>
<td></td>
<td>$2,500</td>
<td>$62,500</td>
</tr>
<tr>
<td>1 Captain of Engineers</td>
<td></td>
<td>$2,500</td>
<td>$2,500</td>
</tr>
<tr>
<td>1 Chief Engineer</td>
<td></td>
<td>$2,500</td>
<td>$2,500</td>
</tr>
<tr>
<td>1 First Assistant Engineer</td>
<td></td>
<td>$2,500</td>
<td>$2,500</td>
</tr>
<tr>
<td>1 Second Assistant Engineer</td>
<td></td>
<td>$1,800</td>
<td>$1,800</td>
</tr>
<tr>
<td>1 Constructor</td>
<td></td>
<td>$1,800</td>
<td>$1,800</td>
</tr>
</tbody>
</table>

Aggregate annual appropriation: $74,600

In this table the grades are filled to the maximum allowed by law. Any other number, being subject to change, would be misleading.

Pay of officers, Revenue-Cutter Service, after twenty years, compared with that of army and navy officers of the same rank and length of service.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Captain</td>
<td>$3,500</td>
<td>Major</td>
<td>$625</td>
<td>Lieutenant-commander</td>
<td>$3,500</td>
</tr>
<tr>
<td>First Lieutenant</td>
<td>$3,500</td>
<td>First Lieutenant</td>
<td>$3,100</td>
<td>Lieutenant, junior</td>
<td>$2,500</td>
</tr>
<tr>
<td>Second Lieutenant</td>
<td>$3,500</td>
<td>First Lieutenant</td>
<td>$3,100</td>
<td>Lieutenant, junior</td>
<td>$2,500</td>
</tr>
<tr>
<td>Third Lieutenant</td>
<td>$3,500</td>
<td>First Lieutenant</td>
<td>$3,100</td>
<td>Lieutenant, junior</td>
<td>$2,500</td>
</tr>
<tr>
<td>Captain of Engineers</td>
<td>$3,500</td>
<td>Major Engineer</td>
<td>$3,500</td>
<td>Lieutenant-commander</td>
<td>$3,500</td>
</tr>
<tr>
<td>Chief Engineer</td>
<td>$3,500</td>
<td>Captain</td>
<td>$3,100</td>
<td>Lieutenant, junior</td>
<td>$2,500</td>
</tr>
<tr>
<td>First Assistant Engineer</td>
<td>$3,500</td>
<td>Second Lieutenant</td>
<td>$2,500</td>
<td>Lieutenant, junior</td>
<td>$2,500</td>
</tr>
<tr>
<td>Second Assistant Engineer</td>
<td>$3,500</td>
<td>Second Lieutenant</td>
<td>$2,500</td>
<td>Lieutenant, junior</td>
<td>$2,500</td>
</tr>
<tr>
<td>Constructor</td>
<td>$3,500</td>
<td>Captain</td>
<td>$2,500</td>
<td>Lieutenant, junior</td>
<td>$1,800</td>
</tr>
</tbody>
</table>

Number of officers of the Revenue-Cutter Service whose pay would be affected by the provisions of sections 5 and 6 of the pending measure (S. 728).

<table>
<thead>
<tr>
<th>Number of Officers</th>
<th>Grades.</th>
<th>Annual salaries.</th>
<th>Necessity appropriation for pay of each grade.</th>
</tr>
</thead>
<tbody>
<tr>
<td>27 Captains</td>
<td></td>
<td>First 5 years.</td>
<td>After 5 years, 10 years, 15 years, 20 years, 25 years, 30 years, 35 years.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>After 10 years,</td>
<td>per cent increase.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>After 15 years,</td>
<td>per cent increase.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>After 20 years,</td>
<td>per cent increase.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>After 25 years,</td>
<td>per cent increase.</td>
</tr>
<tr>
<td>10 First Lieutenant</td>
<td></td>
<td>$3,500</td>
<td>$3,500</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$3,500</td>
<td>$3,500</td>
</tr>
<tr>
<td>4 do.</td>
<td></td>
<td>$2,500</td>
<td>$2,500</td>
</tr>
<tr>
<td>3 do.</td>
<td></td>
<td>$2,500</td>
<td>$2,500</td>
</tr>
<tr>
<td>27 Second Lieutenant</td>
<td></td>
<td>$3,500</td>
<td>$3,500</td>
</tr>
<tr>
<td>10 do.</td>
<td></td>
<td>$3,500</td>
<td>$3,500</td>
</tr>
<tr>
<td>3 do.</td>
<td></td>
<td>$3,500</td>
<td>$3,500</td>
</tr>
<tr>
<td>27 Third Lieutenant</td>
<td></td>
<td>$3,500</td>
<td>$3,500</td>
</tr>
<tr>
<td>1 Captain of Engineers</td>
<td></td>
<td>$3,500</td>
<td>$3,500</td>
</tr>
<tr>
<td>1 Chief Engineer</td>
<td></td>
<td>$3,500</td>
<td>$3,500</td>
</tr>
<tr>
<td>1 First Assistant Engineer</td>
<td></td>
<td>$3,500</td>
<td>$3,500</td>
</tr>
<tr>
<td>1 Second Assistant Engineer</td>
<td></td>
<td>$3,500</td>
<td>$3,500</td>
</tr>
<tr>
<td>1 Constructor</td>
<td></td>
<td>$3,500</td>
<td>$3,500</td>
</tr>
</tbody>
</table>

Total per annum: $74,600

### Efficiency of the Revenue-Cutter Service on permanent writing orders.

#### Pay Table of Officers of the Revenue-Cutter Service.

<table>
<thead>
<tr>
<th>Number of officers</th>
<th>Grades.</th>
<th>Annual salary.</th>
<th>Total annual appropriation.</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 Captains</td>
<td></td>
<td>$1,500</td>
<td>$7,500</td>
</tr>
<tr>
<td>6 First Lieutenant</td>
<td></td>
<td>$1,500</td>
<td>$9,000</td>
</tr>
<tr>
<td>5 Second Lieutenant</td>
<td></td>
<td>$1,500</td>
<td>$7,500</td>
</tr>
<tr>
<td>5 Third Lieutenant</td>
<td></td>
<td>$1,500</td>
<td>$7,500</td>
</tr>
<tr>
<td>5 Chief Engineer</td>
<td></td>
<td>$1,500</td>
<td>$7,500</td>
</tr>
<tr>
<td>5 First Assistant Engineer</td>
<td></td>
<td>$1,500</td>
<td>$7,500</td>
</tr>
<tr>
<td>5 Second Assistant Engineer</td>
<td></td>
<td>$1,500</td>
<td>$7,500</td>
</tr>
<tr>
<td>1 Constructor</td>
<td></td>
<td>$1,500</td>
<td>$1,500</td>
</tr>
</tbody>
</table>

Total: $29,000

#### Under pending measure.

<table>
<thead>
<tr>
<th>Number of officers</th>
<th>Rank.</th>
<th>Annual salary after 50 years.</th>
<th>Total annual appropriation.</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 Captains</td>
<td></td>
<td>$1,500</td>
<td>$7,500</td>
</tr>
<tr>
<td>6 First Lieutenant</td>
<td></td>
<td>$1,500</td>
<td>$9,000</td>
</tr>
<tr>
<td>5 Second Lieutenant</td>
<td></td>
<td>$1,500</td>
<td>$7,500</td>
</tr>
<tr>
<td>5 Third Lieutenant</td>
<td></td>
<td>$1,500</td>
<td>$7,500</td>
</tr>
<tr>
<td>5 Chief Engineer</td>
<td></td>
<td>$1,500</td>
<td>$7,500</td>
</tr>
<tr>
<td>5 First Assistant Engineer</td>
<td></td>
<td>$1,500</td>
<td>$7,500</td>
</tr>
<tr>
<td>5 Second Assistant Engineer</td>
<td></td>
<td>$1,500</td>
<td>$7,500</td>
</tr>
<tr>
<td>1 Constructor</td>
<td></td>
<td>$1,500</td>
<td>$1,500</td>
</tr>
</tbody>
</table>

Amount required: $51,845

### Recapitulation.

Pay of active and retired officers.

#### Under existing law.

21 officers of all grades, active list: $90,400
20 officers of all grades, retired list: $20,000

#### Under pending bill.

22 officers of all grades, active list: $478,900
21 officers of all grades, retired list: $41,845

Total under pending bill: $519,800
Total under existing law: $460,650
Annual increase by pending bill: $158,155

The number of officers who would be retired for age under the pending measure would be:
- Captains: 5
- First Lieutenants: 6
- Second Lieutenants: 4
- Third Lieutenants: 4
- Chief Engineers: 6
- First Assistant Engineers: 6
- Second Assistant Engineers: 6
- Constructors: 6

For physical disability the number can not be exactly stated, but the number would probably be 5, making a total of 46.

S. Rep. 1—27