

ship. How does this happen? It does not arise from the fact that the compensation paid to officers and men in the British service is less than that given in the American navy. The pay of the British officers is at least as high as that of the American line, and there is not, I believe, a very great difference in the pay of the men. For the pay of the 61,000 men and boys in the British navy this year the sum of £2,692,731 has been voted. This is an average of a little more than £44 (\$220) for each man and boy. A first-class seaman in the American navy gets \$240 per year; first-class firemen receive \$360; ordinary seamen, \$168; landsmen and boys from \$144 to \$96 per year. The average can scarcely be more than is paid in the British navy, and when the superior purchasing power of the money in which the British sailor is paid, and the greater cheapness of his clothing, are taken into account, it will be found that he is better paid than his American fellow. How is it then, that your ships, on the average, miserable as they are, cost \$262,500 for each one in commission, while the British ships, magnificent as they are, are kept in commission for an average cost of \$186,000 each? Where are the leaks in your Navy Department through which runs, unnecessarily, one-third of the money appropriated for naval purposes? There must be men in Washington who can answer this question. Can you not get some of them to do it?—  
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