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THE DAILY BEE.

FRIDAY MORNING, MAY 28.

THE NORTHERN MAIL failed yesterday from Richmond and Washington. The mail due the day before came through.

OUR NAVY.

Every now and then, whenever a serious difficulty arises between the United States and some European power, the press throughout the country takes special pains to point out the contemptible inefficiency of our navy. The fact that is a chronic complaint. We do not think there has been a report from the Navy Department for the last dozen years in which an increase of the navy has not been urged. Congress, however, overlooks this important subject, preferring to indulge in party bickerings, squabbles and sectional controversies, until some such question arises as that now agitating the nation, when the statesmen and patriots at the capital condescend to examine into the condition of the navy. The Washington *States*—a journal of high character, and distinguished for its bold, independent American tone—has been recently administering a fillip to the sleepy-heads and Rip Van Winkles of the National Legislature, by showing them the absolute and total inability of this boasted arm of our national defense to cope with England, France, or even a second-rate power of Europe, in the event of a war. He who has carefully investigated our marine statistics will not be surprised at hearing that our navy is very little larger than it was in 1815, at the close of the war with Great Britain, although the tonnage of our commercial marine has increased since that time from 350,000 to 5,000,000. The subjoined statement furnished by the *States* is the result of careful consideration:

The following is a comparison of the United States naval force on the 1st of January, 1857, and at the present time. The former is drawn from Doc. No. 133, 14th Cong., 1st session, and the latter from the Navy Register of the current year:

	No.	Tonnage.
Vessels in good condition on the 1st January, 1857	49	30,000
Vessels in ordinary	25	17,000
Vessels building Jan 1, 1857	74	47,900
Vessels of all classes in 1858	78	156,813
Increase in number and tonnage since 1857	4	77,813
Increase in the tonnage of the U. S. commercial marine was		350,000
Increase of the tonnage in round numbers		6,000,000

Of the 78 vessels of all classes which compose the American navy in the year of grace 1858, only, if not quite one-third are unserviceable, or require extensive repairs. We are safe in bounds in asserting that our navy does not possess more than 50 vessels of any seaworthy and in full trim for active service. Now let us see what Great Britain says as her effective naval force. The *States* copies the tableau from the British Navy register of October, 1857, page 179:

	Vessels.
Total of all classes	185
Total vessels of other classes	276
Total in steam	400
Total of all classes	278
Total employed as effective service	197
Total	303
Total steam vessels	400

The effective force of British navy in 1858. 842

A sailor man in his senses contend that vessels, though perfectly equipped, and manned with as brave crews as ever trod a deck, could successfully to resist a power with a second equal of an effective force of more than ten times that number. Ship for ship and gun for gun, we believe the navy of America to be invincible, but odds of ten to one is rather more than we should like to see fighting Mexicans or Indians—much less Englishmen, who have as much pluck and endurance as ourselves. It may be argued that with an equally feeble navy the English had vanquished Great Britain on a former occasion during the late war. True, but it is important to bear in mind that England was struggling against the combined power of the greatest Captain of the age, and that but a fraction of her naval force was employed into American waters.

We see no apprehensions that a war with England will result from her high handed outrages in the Gulf of Mexico, but we do think that such a calamity follow from the total inability of this boasted arm of our national defense to cope with England, France, or even a second-rate power of Europe, in the event of a war. He who has carefully investigated our marine statistics will not be surprised at hearing that our navy is very little larger than it was in 1815, at the close of the war with Great Britain, although the tonnage of our commercial marine has increased since that time from 350,000 to 5,000,000. The subjoined statement furnished by the *States* is the result of careful consideration:

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	Vessels.
Total in commission