

NAVAL INTELLIGENCE.

The United States Steamer Junata.

The arrival of this vessel in our waters, which was recently refitted at the Philadelphia Navy Yard and originally detailed for the European squadron, was a matter of surprise to every one, as it was supposed she would proceed direct to Europe and report to Rear Admiral Radford. From a careful inquiry it has been satisfactorily ascertained that secret instructions were telegraphed to Commander Luce, at the time the administration determined to seize the Spanish mosquito Armada fitting out here, to proceed to New York and report to Rear Admiral Stringham, Port Admiral, to act as a guard over the gunboats. There were at that time no vessels available at this port except the United States brig Rocket and Catalpa and the revenue cutters. An extra amount of vigilance is observed by her officers, and government officials, who ought to know, assert that ordering the Junata to this port, under the circumstances, is an evidence of President Grant's sincerity in seizing the Spanish gunboats. The Junata being one of the first of the naval vessels fitted out under the modernized system inaugurated by Vice-Admiral Porter, from her fine warlike appearance and, as the sailors term it, "trimness aloft," deserves something more than a brief mention of her arrival. She is full ship rigged, fitted with improved patent anchors; her rigging, as far as possible, being made of wire rope, has a telegraphic apparatus for communicating orders from the navigator on the bridge to the quartermaster at the wheel, and, in imitation of the French, has but two engineer officers and a force of enlisted men, styled "machinists," who perform the duty formerly carried on by a number of officers with large salaries. Her battery consists of six 9-inch (broadside) and one 11-inch (pivot) Dahlgren guns, one 60-pounder Parrott and two 12 pounder howitzers. A very important feature of her equipment is a supply of "balsa," or life-saving rafts, of a similar pattern to that on which a voyage was made to Europe a year ago.

The following is a list of her officers:—

Commander—Stephen R. Luce.

Lieutenant Commander—Theodore F. Kane.

Executive Officer—George N. Bache.

Navigators—James D. Graham, H. L. Johnson and M. W. Sanders.

Master—Henry Whelan (signal officer).

Ensign—Charles Seymour.

Midshipmen—H. M. M. Richards, W. P. Day, Chas. Ruschenberger, T. S. Phelps Jr.; Charles Collahan (assistant signal officer) and H. T. Stockton.

Surgeon—F. J. Turner.

Assistant Surgeon—J. M. Scott.

Engineers—Chief, T. J. Jones; First Assistant, George Magee.

Paymaster—G. R. Martin.

Brevet Captain of Marines—F. P. Corry.

Captain's Clerk—W. G. Jones.

Paymaster's Clerk—G. H. Clowes.

Captain Luce will be a first rate officer in the fleet on the coast of Cuba. It is related of him that when on the Pacific (Mexican) coast, from which duty he has but recently returned, some illegal imposts were forced from an American merchant captain and, on presenting his grievances to Captain Luce, that officer notified the Mexicanized Spanish Dona to return the illegal exactions or he would make them. Explanations were offered, but the Captain's blood getting up he replied "if you don't return your ill gotten spoils in two hours I'll batter your d—d old town down." It is hardly necessary to add the money was returned instant, and the affair made the Captain respected by all the Mexican officials.

The New Commander of the North Atlantic Squadron, Rear Admiral Charles H. Poor.

The successor to Rear Admiral Hoff, in command of the North Atlantic squadron, is a native of Massachusetts, and was born during the early part of the present century. He entered the naval service of the United States on the 1st of March, 1825, as a midshipman, serving in the West Indies on board the corvette John Adams, of twenty-four guns, until the early part of 1828, when he was transferred to the ship of the line Delaware, of seventy-four guns, then doing service in the Mediterranean. He subsequently served on board the famous frigate Java, of forty-four guns, and later was returned to the Delaware, with which latter he remained until 1830, when he was ordered home, and during the same year received his warrant as passed midshipman and was granted a long leave of absence. In 1833 he was ordered to the sloop Lexington, and during the following year to the schooner Boxer, both being stationed in Brazilian and Indian waters. In 1835 he was ordered to duty at the Norfolk Navy Yard, and on the 1st of March of the same year was promoted to the rank of lieutenant. For a number of months afterwards he remained on waiting orders, and it was not until 1837 that he was ordered to the razee Independence, of fifty-four guns, then in commission off the coast of Brazil. Here he remained for three years, and on returning home was engaged on shore duty at Norfolk. In 1843 we find him on board the frigate Macedonian, of thirty-six guns, which was captured from the British in 1812 and rebuilt. For about eighteen months Lieutenant Poor remained with her. In 1845 he was ordered to duty at the Washington Navy Yard, and continued there until 1848, when he was placed in command of the storeship Relief and sent to the coast of Brazil. In 1849 and 1850 he was inspector of naval stores at Norfolk. From 1851 to April, 1855, he was attached to the frigate St. Lawrence, of forty-four guns, cruising in the Pacific. Returning home pursuant to orders, he was commissioned a commander and ordered to duty at the Norfolk Navy Yard. In 1858 he was placed on waiting orders, and from 1859 to late in 1861 commanded the sloop-of-war St. Louis, of twenty guns, attached to the home squadron. During this latter year he was promoted to the rank of captain, and a few months after took command of the steam sloop Saranac, of the Pacific squadron. He remained with this vessel until the rebellion ended, being further promoted to the rank of commodore in July, 1862. In 1860 Commodore Poor was placed in command of the naval station at Mound City, Ill.; and shortly after being relieved, last year, was commissioned a rear admiral on the active list and ordered to the command of the Washington Navy Yard, where he has since been on duty.

The foregoing is a brief sketch of the public services of Rear Admiral Poor. It will be seen that he has been over forty-four years in the navy, twenty-two years and seven months of which were spent at sea. In consequence of his absence with the Pacific squadron during the rebellion, he took no part in the numerous naval contests of the war. The admiral, however, is looked upon as one of the ablest officers in the service, and it is to be hoped that when he arrives in Cuban waters with his flagship Severn, the North Atlantic squadron will be kept actively employed in protecting the lives of American citizens, which have needed adequate protection for some time past.

Matters at the Charlestown Navy Yard.

The storeship Supply, recently in the dock, it is understood will be fitted for sea immediately. The Naptasket, third class, recently built, will soon be ready for sea. The Shenandoah, screw ship, was put into the dry dock on Tuesday last, and has already been nearly stripped of her sheathing, planking and inside works. About two hundred men are at work upon her. She is of the second class ships built at Philadelphia eleven or twelve years since. Three or four other ships are awaiting her removal from the dock, which will not be short a month. The number of men employed has recently been much increased. The force of carpenters, which was about sixty, is now some three hundred, and more will probably be employed.

Naval Personals.

Ensign Wm. C. Strong has been ordered to the New York Navy Yard from the 15th of September next.

Assistant Paymaster A. J. Greeley has been ordered to the Nyac on the 1st of September.

Assistant Paymaster H. T. B. Harris has been detached from the Nyack and ordered home.