

A PLACE FOR EVERY MAN.

"The Brewers should to Malta go.
The Loggerheads to Scilly,
The Quakers to the Friendly Isles,
The Furrriers all to Chitt,
From Spithead Cooks go o'er to Greece;
And while the Miser waits
His passage to the Guinea coast,
Spendthrifts are in the Straits.
Spinsters to the Needles go,
Wine-bibbers to Burgandy;
Gourmands should lunch at Sandwich Isles
Wags in the Bay of Fandy.
Musicians! hasten to the Sound—
The surplice priest to Rome;
While still the race of Hypocrites
At Canton are at home.
Lovers should hasten to Good Hope—
To some Cape Hope is pain;
Debtors should go to Ohio,
And sailors to the Maine.
He, Bachelors to the United States,
Malds to the Isle of Man;
Let Gardeners all to Botany go,
And Shoeblocks to Japan.
Thus emigrants and misplaced men
Will no longer vex us;
And all that aren't provided for
Had better go to Texas."

THE SUPERB AND TEMERAIRE.

Two iron clads of very considerable interest are now being rapidly proceeded with at Chatham. One, the *Superb*, is fully completed in outline, and two strakes of her armor are being worked on. She will be ready for launching in March next, and a fine and exciting scene it will be to see the noble mass of nearly 5,000 tons of iron delivered into the water. The other, the *Temeraire*, has as yet but her framing partially erected, and will not be ready for unlocking before the coming year. These two vessels are the latest designed first-rate rigged iron clads of the Royal navy, and are both broadside ships. The *Superb*, is best described as an improved and more powerful *Sultan* or *Hercules*, with a double storied central battery, and the usual water line belt of armor. The *Temeraire* is of nearly the same displacement as the *Monarch*, but of very different proportions of length to breadth, and has a central battery on the main deck only; but her chief novelty consists in the character of the upper deck armament.

The chief particulars of the two ships are: The *Superb*: Length, 325 ft.; breadth, extreme, 63 ft. 8 in.; draught forward, 26 ft.; aft, 26 ft. 6 in.; displacement, fully laden, 9,400 tons; indicated horse power of engines, 8,000; speed at full power, estimated, 14 knots; armament—main deck, eight 18 ton guns; upper deck, two 18 ton guns and two 25 ton guns. The *Temeraire*: Length, 285 ft.; breadth, extreme, 62 ft.; draught forward, 26 ft. 6 in.; aft, 27 ft.; displacement, fully laden, 8,400 tons; indicated horse-power of engines, 7,000; speed at full power, estimated, 14 knots; armament—on main deck, two 25-ton guns, four 18 ton guns; on upper deck, one 25 ton gun, one 18 ton gun. The *Superb's* water line region will be protected by 12 inches of iron plate outside of 10 inches of teak backing, and an inner skin of 1½ inch iron, with the usual strong girders attached; and on the protected parts of the sides 10, 8, and 6-inch armor will be fitted outside 12 inches of teak, with a similar arrangement of girders and inner skin. The *Temeraire* will have 11 inches of armor at the water line 10, 9, and 8 inches on the other portions of the hull protected, and teak backing of the same thickness as on the *Superb*, with a similar, or slightly thinner, inner skin. These figures will be seen to represent considerable advances on iron clads of similar

type when it is stated that the *Sultan* has a maximum of 9 inches of armor, and for the most part 6 inches only, she having been previously the most powerful rigged iron-clad in the navy.

The unmasked ships, such as the *Fury* or *Devastation*, are, of course, much better protected than the *Superb*, having 12 or 14 inches of armor; and the *Inflexible* cannot be compared with any of her predecessors, her armor having a total maximum thickness of 24 inches. Both the *Superb* and *Temeraire* have the armor carried well down over the bow, as well as an armored bulkhead in the after hull as a protection against raking fire. In armament, also the *Superb* is a considerable advance upon the *Sultan*. Her main deck battery contains an equal number of 18 ton guns, but in her upper deck battery, she has two 25 ton guns firing right ahead, in support of the two foremost 18 ton guns in the main deck battery, and two 18 ton guns firing right astern. The *Sultan* has two 12 ton guns in her upper battery, these being capable of fighting on the broadside or right astern, while the only right ahead fire is from two 12 ton guns in the bow battery, they being supplemented by the fire, within 15 degrees of the keel, of the two foremost 18 ton guns in the main deck battery. The *Temeraire's* main deck battery contains four 18 ton guns, fought on the broadside only, and two 25 ton guns firing right ahead. These bow chasers, like the two corresponding 18 ton guns in the *Superb*, are fought at ports in the foremost bulkhead of the battery, the side being recessed to admit of the fore and aft fire, and they are shut off from the broadside guns about them by means of a traverse bulkhead well armored, which prevents the chance of serious injury to the other guns should a shot or shell enter the bow-chaser ports. This is a novel arrangement, introduced for the first time in the *Superb* and repeated in the *Temeraire*. Its advantages will be obvious. The upper deck of the *Temeraire* will be mounted in a very unusual fashion, and her rig will also be singular. She will have two masts only, and be brig-rigged; nevertheless she will have a very good spread of canvas for an iron clad. The *Superb* is to be barque rigged, with the usual three masts. Before the *Temeraire's* foremast and abaft her mainmast two lozenge-shaped fixed armored towers are to be built upon the upper deck, projecting slightly above the fore-castle and poop. In each tower there will be a revolving turning table, carrying a gun which can be elevated above or sunk below the shelter of the armored wall of the tower by hydraulic power. The bowsprit is to be portable, and when it is taken away the 25 ton gun, firing *en barbette* over the foremost tower, will sweep through the whole 180 degrees of horizontal training over the bow, and will cross its fire with the broadside guns of the battery by training abaft the beam. Similarly, a very extended horizontal range, as well as direct fire astern, will be secured to the after gun. When lowered into their position for loading, both guns will be raised the gun loaded, and raised or lowered, elevated or depressed, and the turn table traversed by hydraulic power, whilst communication will be afforded by an armored trunk, reaching from the base of each tower to the strongly plated main-deck. Iron plating 1½ to 1 inch in thickness is worked over the whole surface of this deck before and abaft the central battery in both the *Superb* and the *Temeraire*.

Both the new ships have twin screws, and in both another novel feature of construction recently introduced into the iron clads of the Royal Navy has been adopted. A central water tight bulkhead runs through the engine and boiler-rooms, and very efficiently increases the water tight subdivisions, as well as reduces the chance of possible disablement of the machinery by injury to the bottom and consequent influx of water. As regards the other structural arrangements, it need only be said that they are in accordance with the most approved forms of the bracket frame system, the weight of hull proper being kept as low as possible, consistently with the retention of the strength needed to carry the heavy weights of armor, guns, and equipment. The *Temeraire* will have a sheathing of zinc upon the bottom, and her rambow is specially constructed so that the spur proper can be shipped or unshipped when desired and carried on board, so that she may prove when on ordinary service a less troublesome friend to her consorts than some of our present ironclads have proved to theirs. The engines in both ships are on the compound system, for the sake of economizing fuel, though both ships carry a very large supply. The boilers are kept low down, and the fires are stoked from the sides of the stockhole instead of from the middle, as usual. The only foreign vessels to which these ships can be compared are the French *Redoubtable*, building at L'Orient, and the Brazilian *Independencia*, just launched on the Thames. The latter is to carry four 38-ton Whitworth 1,200 pounders. The fact of these Whitworth guns throwing so much heavier projectiles than the 35 ton Woolwich 750 pounders carried in some of the largest of our own masted iron clads, although but three tons more weight of metal in the gun, and only 10 lb. more in charge of powder, being 120 lb. as against 110 lb., raises rather solemn reflections as to the fighting capacity of the *Superb* and *Temeraire*, armed as they are with more numerous but lighter artillery. On the other hand, the foreign vessels have only single screws, and are weak in steering power, our own ironclads having twin screws and double steering gear—elements, perhaps, not less important than the armament itself.

MOVEABLE TORPEDOES.

(From the Army and Navy Journal.)

A series of experiments with the Ericsson torpedo, applied to the *Intrepid* under the command of Captain A. R. Cooke, U. S. N., was brought to a close at the Brooklyn Navy-yard, Oct. 26th, on which occasion the submerged machine was run out in the East River, and hauled back by the reel, eleven times. These experiments on board of the *Intrepid*, carried out principally on Long Island Sound and the Narragansett Bay at Newport, have been quite protracted, the object being to ascertain definitely whether accurate steering can be effected without electric agency, by simply admitting more or less air into the tubular cable. Those who have paid attention to the subject are aware that agreeable to the descriptions which have been published, the steering is effected by applying the force of compressed air against the filler of one side, counteracted by the tension of a spring on the opposite side. Accordingly, the motion attending the yielding of the spring when subjected to the action of superior air pressure conveyed through the tubular cable furnishes the motive energy for operating the rudder. As a mechanical prop-