

the of our arms in Central India, pacified large provinces, have carried Jhansi by storm, captured Calpee, cleared out Banda, swept Jugdespore, laid waste the haunts of numerous chieftains, and broken every band which met them in arms, seizing their guns, and dispersing them in hopeless flight. But because there are some fugitive enemies still in the field, because there are flying forces running to and fro now that their earths are stopped, and our bulldozers are not able to run them down, because bodies of men holding together in masses as their only chance of safety cross the trunk roads, and finding some unhappy travellers in their path murder and burn, as is their wont, the cry is set up in the Indian press and in the Anglo-Indian cities that "nothing has been done," and that it would have been better to let the rebels remain in the cities unmolested than to have driven them out into the plains. Although the military skill of the Commander-in-Chief's combinations is not questioned, his operations are severely criticised by people who actually seem to regret our possession of an artillery so powerful that it crushes opposition, saves the lives of our soldiers, and almost unassisted reduces the strong places of the enemy. Since the beginning of the mutiny, and of the insurrection which followed it, not less than 30,000 Sepoys, according to the most careful estimates, have been slain in the field, or have died of their wounds and diseases incident to war. I should say that 3,000 or 10,000 armed men and inhabitants of towns and villages have also perished in encounters with our troops. Our principal enemies now are matchlockmen and irregular horse; but it is only too evident that the feeling of the people in many districts is not decidedly hostile so little sympathetic that they take no pains to aid us in any way, while in some districts they are, in spite of burnt villages and desolated towns, openly arrayed against us.

THE NATIONAL DEFENCES.

If undue importance is anywhere attached to the immense works at Cherbourg, and the imposing demonstrations of the naval power of France, it is entirely owing to the prevalent feeling in England that our own armaments are not on a scale sufficient to maintain our dominion on the seas undisputed as of old. The people of England, though they desire no other rivalry with France but in the arts of peace, have no alternative but good-humouredly to accept any other competition to which it may please their neighbours to invite them; and the very last challenge to be declined must of course be one of a martial character. There is a wide difference between national rivalries in arms and in other matters. We should behold not only without pain or alarm, but with actual satisfaction, the strides however rapid of a friendly and allied state to overtake us in commerce or manufactures, but it is otherwise with advances in arms and the accumulation of force capable of being wielded to our injury.

There never existed between any two neighbouring countries in the world a connection so cordial and solid as to justify either contemplating with indifference the disturbance of their normal relations as military or naval powers. When such disturbances take place the best way to maintain international amity is to restore the balance of strength as soon as possible.

It is by no means necessary to consider any amount of preparation of the French coast as an intentional menace to our shores; but nevertheless we are convinced that our concord with France will be only the firmer if we take a hint from Cherbourg, and look to the efficiency of our channel fleet. All who are anxious on this point, and we believe the anxiety is deeply felt throughout the kingdom, must be gratified to think that the Queen will see with her own eyes the mighty efforts of France to rival us as a maritime power. The lesson, though given at a fête, will surely not be lost upon a proud and intelligent Sovereign of England. And it will of course make all the deeper impression, when her Majesty recollects that a great navy is not to France the necessity of life that it is to Great Britain, whose wooden walls not merely defend her coasts, but are indispensable to her commercial consequence and colonial empire. "Of all people on the face of the earth," says Mr. Bright's daily organ

we have the least reason to affect indignation at the increase of maritime forces of other states, seeing that our navy is larger than that of any, perhaps than that of all other nations put together." The writers of this more peaceful than patriotic school find it convenient to overlook the fact that our navy has grown up with our trade, to which and to the extent of our foreign dominions, it bears a proportion that divests it of an aggressive character, and thereby distinguishes it broadly from the navy of France. So far are we from keeping up a superfluous force at sea, that the inadequacy of our fleets for any emergency of danger is acknowledged by all, but those in whose eyes a single ship of war would be a ship too much. We are pleased to observe from Sir John Pakington's speech at the Trinity House that he scarcely requires a trip to Cherbourg to teach him the duty of a naval Minister of England.

I cannot refrain said the First Lord of the Admiralty, from thanking your royal Highness for the encomium which you have now given to that desire by the weighty opinion which you have expressed that the armaments of England ought not to be unwisely cramped. England cannot afford to have her naval supremacy impaired, or even questioned, because it is not a question relating only to the station of England as a European power. The empire of the Queen great as it is, is spread over the four quarters of the globe; the wealth of England, great as it is, mainly derived from successful commerce; and these considerations ought to teach us that England ought to remain, that it is essential to her greatness she should remain, as she has long been, the Mistress of the Seas. This I consider to be an object, not only of policy, but an object of the truest and the best economy. I hope and trust this will the settled policy of successive governments, from whatever party those governments may be formed, and that it will be fixed determination of the English people.

Here we the true principle stated; that England cannot afford to have her naval supremacy even questioned. "It is essential to her greatness that she should remain the Mistress of the Seas." Sir John may be well assured that this is the conviction and determination of the people of England.

And what from Sir Stephen Lushington on the same occasion was also said with admirable force and spirit.

Having some cognisance, so far as a landsman can have, of the dangers and difficulties that attend British ships and British seamen, it has ever been my hope, and I do entertain a confident hope, that the increased commercial prosperity of this country will enable us to maintain that commercial navy on a footing commensurate to the necessity of the case. *I really feel myself ashamed occasionally when I hear of arguments addressed in other places to the effect that this great country, with its magnificent resources, having the largest stake that a country ever had, should for a moment be left in a position to fear aggression from any quarter.* I wish not to assume a threatening tone, but I wish to see perfect independence, perfect fearlessness of any possibility of attack; and I feel with regard to the navy that the prosperity of your mercantile interests, the advancement of your mercantile navy will afford the greatest assistance that you can possibly resort to in time of need. I fear that many gentlemen whom I have the honour to address have little notion of the increased state of commerce in the seas surrounding Great Britain.

Before we conclude, let us take the opportunity which the subject offers of recommending to notice a sensible and vigorous pamphlet by Captain Dalrymple Hay, R. N., on "Our Naval Defences, and the Necessity and Cost of a Channel Fleet." Captain Hay estimates at no more than about a million and a quarter the cost of such an increase of our naval strength as would not only defend our shores efficiently, but render utterly hopeless, and therefore nip in the bud, any project against them. We regret that we can do no more than give one short extract from the gallant writer's valuable observations.

"No man can say when war may come. All men know that if it does come, it finds us unprepared. Is it wise, is it economical, to continue in this state? Would not one hour of a foreign force on our shores—would not one bombardment of any of our

great commercial seaports—do more to destroy the credit of the country than could be replaced by twenty times the sum? Then they trust blindly that war may not surprise us in our lethargy. Let us show to all the world that our friendship is safe, but our enmity dangerous; and with this bold and determined front, no one will dare to tempt our anger. With the force which I here propose, all these advantages will be gained, and England then may—

"scuff at war's alarms,
And bid defiance to the world in arms

The minister who shall succeed in creating this naval force, this most constitutional safeguard for our hearths and altars, will deserve well of his country, and will receive the thanks of his contemporaries, and the gratitude of their remotest posterity.

CHERBOURG.

The *Moniteur* publishes in its third page, which is generally set apart for literary or scientific subjects, an historical sketch of Cherbourg, which is not without interest in present circumstances. The following is I think, a pretty fair summary:—

Cherbourg, which occupies public attention this moment, is situated in the peninsula of Cotentin, the ancient Lower Normandy; so called from Coutances, its capital. Cotentin, which formed part of the possessions of William the Conqueror, became English after the battle of Hastings. Garberat, Count of Cherbourg, distinguished himself in that battle, and contributed powerfully to the success of the Normans. From the death of William, in 1087, until the middle of the 15th century, Cherbourg was frequently taken by the French and retaken by the English. It was finally taken by Charles VII. the 12th of August, 1450, after a siege of 40 days, and has never since ceased to belong to France. Louis XIV., finding that the French coast on the Channel to the extent of 125 leagues was unprovided with a port of refuge for ship of war, determined to construct one equal to Rochefort or Toulon, and appointed a committee to select a point. On the 13th April, 1665, the committee reported that it should be expedient to improve the port of Cherbourg, and to construct a breakwater of 2,400 yards in length. Vauban subsequently visited the coast of Cotentin at the command of Louis XIV. He recommended La Hogue as the most advantageous strategic point to construct a port for a war navy, but he admitted the merit of Cherbourg, and he prepared a plan for its defence, signed by his own hand, which is still preserved at the Hotel de Ville of that town. Nothing more, however, was done until the year 1739, when the commercial part was formed, the quays built, and two moles constructed at the entrance to the canal. The war of 1744 interrupted the works. In 1758 Lord Howe landed at Cherbourg, and did not quit the town until he had caused considerable damage. Louis XVI. revived the question in 1776, but Vauban's preference for La Hogue found many partisans, who would perhaps have triumphed had it not been for M. de Sartine then Minister of Marine. The partisans of Cherbourg found a valuable ally in Colonel Dumouriez, Commander of the town, who subsequently became so remarkable during the Republic, and on the 31 of July, 1779, a Royal ordinance ordered the construction of the forts Hommet and of the island Pelee. The works of Cherbourg excited attention both in France and throughout Europe, and the King commissioned his brother, the count d'Artois, to visit them. That Prince arrived at Cherbourg the 22d of May, 1786, and expressed his admiration of all he saw. At the end of three days he left for Versailles, and from the manner in which he spoke of the works the King was induced to visit the new maritime establishment. Louis XVI. made his solemn entry into Cherbourg the 22d of June, 1786, and left the 25th of the same month. The King examined the works in the harbour, as well as the defences and the commercial port, with great interest. During his stay at Cherbourg he was well received by the population—his affability, his simple manners, and his solid information produced the best effect. The partisans of La Hogue, however, remained firm; they returned to the charge in 1785. But they experienced an obstinate resistance. A note exists which was addressed to the

King, the 23d of March, 1786, by M. Pleville le pelly, in which the advantages possessed by Cherbourg are explained at great length. Louis XVI. would not abandon Cherbourg, and he took the warmest interest in the works until the conclusion of his reign. The plan was carried out by subsequent Governments. The National Assembly voted funds for the continuation of the works in 1791, and again in 1792. From this period the works of the breakwater have been continued without interruption. The breadth of this stupendous work is 140 yards. The breakwater does not extend in a straight line. It is composed of two branches of unequal length, which from an angle of 170 degrees, of which the opening is turned towards the south. A commission appointed by M. Decres Minister of Marine to Napoleon I., declared, on the 20th April, 1811, that there was anchorage in the road of Cherbourg for 50 ships of the line in summer and 17 in winter. The breakwater at Cherbourg was commenced in the year 1783, and finished the 31st December, 1853. The entire cost of the breakwater amounts to 67,000,000*fr.*, viz.: 31,000,000*fr.* from 1783 to 1803; 8,000,000*fr.* from 1803 to 1830; and 28,000,000*fr.* from 1830 to 1853. The annual expense of keeping the breakwater, which is 3,712 metres long from one channel to the other, is defrayed by natural blocks of granite. The wear of these blocks requires annually 3,000 cubic yards of fresh blocks. The points east and west are covered by artificial blocks composed of hydraulic cement. Each of these blocks is 30 cubic metres in volume, and weighs 44,000 kilogrammes. Cherbourg is defended by a fort constructed on the island of Pelee, which was commenced in 1783 and finished in 1791, Fort Cavagnac, Fort de Querqueville, Fort des Flamands, Fort du Hommet, and St. Anne's battery. The outer port of Cherbourg was inaugurated in the month of August, 1813, in presence of the Empress Maria Louisa. The floating dock, was finished in 1829. The inner floating dock, now called the Dock of Napoleon III., cost 16,000,000*fr.*

RIFLE PRACTICE.

Yesterday a very interesting trial of skill took place between non-commissioned officers of the Royal Engineers and those of the first depot battalion at Chatham garrison, for the purpose of ascertaining which branch of the service produced the best marksmen, with the rifled muskets now used by the troops at Chatham. The shooting took place on the practising-ground used by the troops, at the rear of the dockyard, adjoining St. Mary's creek, and was under the direction of Captain G. R. Lempiere, Instructor of Musketry to the Royal Engineers; and Captain K. H. Travers, 24th Regiment, the Instructor of Musketry, attached to the battalion. A prize of a silver snuff-box, of the value of ten guineas, had been subscribed for by the officers. The rifle used by the Royal Engineers is that known as the Lancaster elliptical bored musket, while that in use by the troops of the line is the ordinary Enfield musket, used at the School of Musketry, Hythe. The experiments of yesterday exhibited the superiority of the Lancaster rifle when placed in practised hands, the practice of the Royal Engineers being admirable. The range selected commenced at 350 yards, which was afterwards extended to 600 yards, each man being supplied with 20 rounds of ball cartridge. The number of non-commissioned officers selected to compete for the prize was eight from each corps. The firing of the Royal Engineers was very good, and the average number of "points" gained by each non-commissioned officer was 15 out of the 20, several of the balls in succession striking the centre of the target at a distance of 600 yards. The average number of "points" gained by the troops of the line was only 1087, although the several of the non-commissioned officers exhibited remarkable skill in their use of the Enfield rifle. At the termination of the firing the prize was awarded to Sergeant Joseph Gorshore, R. E., who gained the extraordinary number of 21 "points." During the experiment there was a fresh breeze blowing across the range, which somewhat interfered with the practice.

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