

your work, we can dismiss you, a drilled soldier, in six weeks; if not, you must not blame us if we keep you the full six months. All over the country there should be drill schools. The present Volunteer head quarters and drill sheds could be utilized for this. From the age of 16 every lad who chooses to present himself for military instruction should be drilled for two, three or four hours on Saturday afternoon half-holiday of each week only. This drill, between the ages of 15 and 21, would be entirely optional and voluntary; given by each person in the hope and with the view that, should he be eventually drawn for the Militia, his continuous training would only require to be six, seven, or eight weeks, in place of six months. The country should supply gratuitously instructors, arms, and a cheap serge suit. The Militia obligation, after a man was once thoroughly drilled, should extend over the four next years. It would be almost nominal; for it would only mean that in case of war a certain percentage, probably a fourth, of the Militia would be called out and embodied to take charge of the home garrisons, so as to make every available soldier of the regular army and Army Reserve available at once for foreign service. By the time a man was 25 he would have fulfilled his whole obligation to the State—and very few men are settled in life before that age. Four years of such a system would give us, exclusive of casualties from all sources, about 320,000 partially instructed men; or about the same number as our present Militia and Volunteers combined. The Volunteers would, in fact, gradually dissolve themselves; for in presence of such a force as I have sketched, combining the elements of a partly voluntary and partly obligatory national service, but with a much higher military organization than any part of our present auxiliary forces now have, the volunteers would be unnecessary, and all their cost could eventually be economized. But I am persuaded that the natural goodwill and patriotism of Englishmen would overcome all small angusties, and that such a system would not be initiated one month before all difficulties would be smoothed away. The first great effect would be to raise the whole tone of the profession. The name and calling of a soldier would become honorable; the miserable wrecks and weeds of society that we are now obliged to take as recruits would find no place in the reconstructed army of the future. In the army men of a far higher class would flock to a service which offered a man such terms; a short service improvement, both physical, mental, and in pocket, and a return to civil life under better conditions. Such are the heads of a national system of military service—adapted, it is believed, to the circumstances of each class, knitting all ranks more closely together in a mutual cause, hitherto to none. I am quite prepared to hear such a proposition generally ridiculed at first; but the day will come when to have put forward a connected scheme which—full of defects though it be—invites public ventilation and discussion, will be admitted to be not without its value. Inevitably to some such plan of modified universal service we must come at last, if we are to retain our position in the world."

**A FIGHT FOR THE CHAMPIONSHIP.**—New York, Feb. 9th.—A prize fight for \$5,000 and the championship of America between Tom Allen, of St. Louis, and George Cooke of this city, is to be fought early in the spring. On Saturday A. Chambers on behalf of the former, deposited \$250 with Larry Hill.

### The German Navy.

The activity of the German Naval Department in the last eighteen months is the subject of the following interesting article in the semi-official *Nord Deutsch Zeitung*.

"With more than ordinary attention the public have been watching the recent Parliamentary debates upon naval supplies. The navy being destined not only to add to the defences of the country, but also to satisfy manifold wants connected with the commercial and intellectual intercourse of nations, has always attracted peculiar interest in this country. We have long realized the fact that power and influence no less than riches and culture, are to a great extent dependent upon the possession of an effective fleet—a fleet representing the moral and political status of a nation, and reflecting its prosperity or decline. The new phase which the German Navy entered upon soon after the establishment of the empire naturally led to our enlarging its effectiveness far beyond what had been originally proposed. In remodelling our naval designs in April, 1873, and laying down a new plan for the construction of ships, we intended to protect our commerce, defend our shores, and develop our powers for assuming the offensive at sea. Even then, however, it was perfectly understood that the plan laid down by Government and Parliament admitted of being modified in accordance with the progress of the art of shipbuilding and the varied political circumstances of the day. A brief comparison between the original plan and what was eventually adopted, together with the motives for the alterations introduced, may be interesting at a time when so many erroneous notions have been set afloat upon the subject. In the Spring of 1873 it was determined that the ironclad fleet was to consist of eight frigates, six corvettes, seven monitors, and two batteries. Of the eight frigates three—*König, Wilhelm, Kronprinz*, and *Friedrich, Karl*—are already doing service. Four others—*Friedrich der Grosse, Preussen, Deutschland*, and *Kaiser*—will be completed in the course of the present year. The last of the set—*Der Grosse Kurfürst*—will be ready in the autumn of 1876. The *Friedrich der Grosse, Grosse, Kurfürst*, and *Preussen*, are being built in German dock yards all on exactly the same model. They have a 9in. cuirass and turrets, and are destined for combat on the high seas. Each of the two turrets, has a 5in. and 10in. cuirass, revolves on a pivot, and is armed with two 26 centimetre Krupp's. In addition to these four heavy guns, there is one 17-centimetre cannon in the bows and another in the stern, the arrangements made allowing of each point of the compass being fired at from at least one gun. The ships are iron, and constructed upon this cellular system of completely separate and watertight compartments. Besides the engines propelling the ship, there are others to lift the anchors, turn the turrets, and direct her course. To procure drinking water on long voyages for a crew of 500 men, there is a distilling apparatus producing 2000 litres of fresh water in twenty-four hours. To provide against leaks pipes are laid down through the entire ship connected with powerful pumps. In short, these three frigates are perfect specimens of the highest stage of the art of shipbuilding, and will be found to do credit to our industry. The two broadside ironclad frigates *Kaiser* and *Deutschland* are being constructed by the well known firm of Samuda Brothers, at Poplar, near London. The designs were

drawn by Mr. E. J. Reed, then Chief Constructor of the English Navy, from ideas suggested by the late Prince Admiral Albrecht and Admiral Jachmann. Having been revised by a special commission and almost entirely remodelled in consequence in the summer of 1871, these designs were a little later approved and carried out. The dimensions of these ships are those of the short ironclads recommended by Mr. Reed. They have a 10in. cuirass, and at the stern are 24ft. 6in. under water. Though constructed upon the battery principle, they have this peculiarity, that in consequence of the form of their cuirassed casemates and those portions of the ship immediately facing the casemates, the two foremost of their 26 centimetre battery guns can also be made to fire in the direction of the bows. By this means the chases ordinarily placed in the bows of battery ships are rendered superfluous. The two hindmost of the 26 centimetre battery guns may likewise be made to fire in the direction of the stern; but, as the ship bulges at that part, the ball remains at an angle of 15 deg. from the keel line, and a 21 centimetre gun has, therefore, been placed right aft. The ship's tacking being that of a second class ship of the line, they will be able to cruise independently of steam. They carry battering rams, separated from the body of the vessel by watertight compartments, so as to prevent the concussion from a successful stroke against a hostile ship doing serious injury to themselves. They have engines of 8000 horse power, a propelling force as yet surpassed only by the English ironclads *Hercules* and *Sultan* and the German *König Wilhelm*. The boilers are heated by 30 fires; there are two chimneys, and the screw is easily detached when the sails are unfurled. Each of these ships will be manned by a crew of 600, for whom area and spacious cabins are prepared in the battery deck. Russia as yet has no fully tacked ironclad destined to fight on the high seas which can compare with the *Kaiser* and *Deutschland*. England has the *Sultan*, the *Hercules* and the *Monarch* to match our formidable frigates; and the English *Superb* and *Téméraire* still building, are even superior to ours in cuirass and cannon. The French *Fridland, Marengo*, and *Suffren* are also nearly on a par with ours; and the *Redoutable*, still in the dockyard, is likely to turn out even somewhat stronger. The fact of England constructing two vessels, and France one, more powerful than the two we are about to finish, aptly illustrates the rivalry existing in this branch of warlike appliances. Cuirassed frigates being meant to do battle at home and abroad in time of war, and to carry out military commissions in foreign seas in time of peace, when smaller vessels would be insufficient, have, in addition, the important destination of forming squadrons to teach officers and men practical service. Of the six iron cased corvettes contained in the plan laid down in 1873, one the *Hansa*, constructed in the Vulcan Works at Stettin—has just been sent to Kiel, where it is being fitted up for service, and will be ready in the spring of 1875. She will be sent to a distant station. Two other cuirassed corvettes—the one building at the Government yards at Kiel, the other at the Vulcan Works at Stettin—differ in construction from the *Hansa*, being intended to defend our shores by offensive operations in the German and neighbouring seas. They will be sent abroad only in exceptional cases. Both in the disposition of their arms and the placing of their guns they are unlike any other ironclad ever built.