

"It is true our best monitors would, if brought into action, be powerful against any thing that floats, but these are steam batteries, not sea going cruisers. Some of them have illustrated, by successful experiment, their capacity for a sea voyage under favorable circumstances; and the department has, for want of any more available force, lately put some of them in commission for duty on the home or North Atlantic station, but they could not be used with advantage as cruisers on foreign stations. They require several vessels to accompany them, and, being entirely without sail power, must be towed as soon as their coal is exhausted. They would be always dangerous to health in tropical seas; and with broken or disordered machinery they would be helpless in mid-ocean. They are valuable for auxiliary defense of our own shores, but should not be relied upon beyond them."

All this is common sense and easily understood, and the reader may glean from it an idea of the condition of the navy of the United States.

Under the heading of navy-yards the following is somewhat curious.

"We have seen regularly-established Navy-yards. Not more than four of these are capable of fitting out more than two or three vessels at one time. In all, we feel the want of more docks. In our seven Navy-yards we have but three dry docks. This want would be severely felt in time of war, as the floating docks used by the mercantile marine are not suitable for taking a heavy armored ship out of the water; and nothing is really safe for a vessel of war but a regular dry dock, into which she can enter with armament and stores on board, without straining or danger. While I mention these things as a proper subject-matter of report, I do not, at this time, propose any large expenditure for the improvement, in these particulars, of the yards in actual operation on the Atlantic coast. They are generally available for the present, and the most pressing need is elsewhere."

We are delighted at the Secretary's report of the Naval Academy which we must beg pardon for thinking a little hifalutin:—

"The standing of the Naval Academy continues to be maintained. The system of mental and physical training there pursued is of the highest order, covering every branch of practical and professional knowledge, and fitting the student for all the varied duties of his profession. The graduates bring to the service minds enriched by regular and well directed study, and bodies strengthened by manly exercise. In mental and physical accomplishment, in tone and spirit, in character and capacity, they do honor as a class to the institution and to the country."

The report is altogether very elaborate and reflects great credit upon its author, he touches upon many points of vital importance in every navy, and these are few of our readers who have sailed the sea but will acknowledge the justness of the following remarks:—

"Those 'waifs of the ocean' who are now in any navy, and now in any merchant service, have little or no love of country, or feeling of attachment for the flag. They are only held in the service by the slender tie of temporary convenience, necessity and subsistence, often sundered by desertion or discharge, never to be renewed. This class now so exceeds and preponderates over that known as our 'old man o'-war-men' as to give a very undesirable character to the service."

To turn to the conclusion of the report and wind up our comments we will quote the following statistics which, though hardly correct, are yet of considerable significance:—

Mercantile tonnage of France is 4,000,000 tons.

Mercantile tonnage of England is 5,779,000 tons.

The French Navy consists of 430 vessels, divided as follows:

Steam vessels 331, with 75,135 horse power; sailing vessels 99.

Of those launched but still unfinished, 7 steam vessels, 710 horse power; 31 steam vessels on stocks, 13,405 horse power.

This fleet is subdivided into new fleet and old fleet. New fleet has 314 steam vessels; sailing vessels 70, and is divided into—

Armoured ships of every class..... 50

Wooden fighting-fleet screw vessels.... 90

Steam flotilla..... 90

Transport fleet..... 75

Training ships for officers and gunners.. 2

Added this year: 4 iron-plated corvettes, 1 iron-plated coast-guard ship, 2 training ships.

This represents the real strength of the French Navy. The old fleet is rapidly being transformed or going out of the service.

The whole tonnage of the French Navy is 469,009 tons.

#### NANY OF ENGLAND.

By the British naval list:

Ships of war, floating batteries, receiving ships, training ships, in service 549

Steam screw gunboats..... 170

Total..... 719

In commission, or building, heavy armoured-plated steamships, averaging

3,500 tons each (largest 6,000 tons.) 40 Tons.

Whole tonnage of the British Navy is 660,000

Whole tonnage of the navy of the United States is..... 186,552

Proportion of naval tonnage of the United States to mercantile,

nearly..... 1-24

Proportion of Naval tonnage of Great Britain to mercantile.... 1-8

Proportion of Naval tonnage of France to mercantile..... 1-4

There would be little use commenting upon this. We give it as the report of the United States' Secretary of the Navy, and will refrain, at least at present, from drawing invidious comparisons.

The condition of affairs in Cuba are worse than ever and the barbarity which characterises the struggle render it one of the saddest episodes of the age. The accounts which reach us are generally furnished by sympathisers of the revolutionists and may therefore be somewhat exaggerated, but there can be no doubt that the Spanish volunteers have been guilty of many atrocities. Some expectation was entertained that the United States government would interfere in a way to bring the difficulty to an end.

It is certainly time some powerful outsider entered the field to stop such atrocities as the following:—

"The cane fields of a sugar estate called La Fermina, half way between Bamba and Roque, two little towns in the jurisdiction of Colon, Cuba, a few hours by railroad from Havana, has been the scene of one of the last and most shocking of Spanish butcheries. Nine peaceful, wealthy gentlemen, two boys

among them, were dragged to Colon before the Lieutenant-Governor of the place, there submitted to a kind of drum-head trial, and after being compelled to ride through the streets of the town amid the hooting of the Spaniards, mounted on their own horses, the tails and manes of which were previously cut off, were taken to the lonely spot above mentioned and first mutilated and then shot down and thrown into a ditch by a party of drunken Chapelgorris. These horrible murders in cold blood became known through the boasting of the assassins, and the news spread like wildfire to Cardenas, Matanzas, and Havana, in which places the murdered men have many relations and devoted friends. It is difficult to depict the feeling they created. Far from subduing or intimidating, they have still more highly excited among both men and women of Cuba the spirit of resistance to Spanish rule.

Several ladies of Havana, who have been acting as a secret society for some time past, have gathered among themselves their most valuable jewels and sent them to the charge of the patriotic and accomplished Cuban lady, Mrs. Emilia C. de Villaverde. The jewels are to be raffled, and the money raised thereby will go to defray the expenses of arming and equipping a battalion of patriots named after the most costly of all the jewels sent—Jo Cruz—a cross of 12 diamonds. In order to comply fully with this request of her sisters at Havana, Mrs. Villaverde has caused to be published a spirited appeal to the daughters of Spanish Americans. She is now engaged in constructing a handsome silk flag for the battalion, and when everything will be ready, jewels and flag will be exhibited in some conspicuous place in Broadway."

We wish for the honor of the great men who are famous in the annals of the United States that they would, not even in our quiet sanctum, make us blush for the effrontery of their vile advertising dodgers, who would not recoil from digging up the bones of Washington if they could make money thereby. The name and fame of a hero should be sacred even though he be alive. Witness the following from the *Army and Navy Journal* of New York:—

"Hamlet, moralizing in the graveyard with Horatio, shows how 'Imperious Caesar, dead and turned to clay, might stop a hole to keep the wind away.' But it is less melancholy to reflect to 'what base uses we may come' when dead than to what baser advertising uses we may be put to when living. A Southern paper comes to us with the startling headline 'General Lee again in the field.' On reading along we are told that the 'veteran soldier, who, after his struggles on many a field, went into the comparative enjoyment of private life, or rather assumed the less noisy glory of a civic position, which he cannot fail as much to honor and adorn, has again entered the field in behalf of'—What? asks the breathless reader. Why, in behalf of the Double and twisted Criss-cross Sewing-machine! But the climax is capped by the modest announcement of the inventor or agent that, 'this testimony of Lee is like the voice of fame blowing its trumpet tones into the ear of reputation.'"

The vilest English radicalism in the days when Wellington was hooted by a London mob, never descended to so low a thing as this, and we hope, for the credit of our mother land, that it never will.