The ram of the Iron Duke protrudes eight feet in front of the ship beneath the water line. This struck the Vanguard some four feet below the armor plates, on the port quarter. The after portion according ly filled first, and the water rushed thence into the engine room and extinguished the fires. The officers' apartment were next inundated, the ship gave a sudden lurch, and, sinking stern foremost, she went down in an inclined position, surrounded by a wreath of smoke. Although she was cant-ed to starboard at an angle of 49°, on reach

mg the bottom she righted.
The Iron Duke is much shaken by the collision, add several plates are wrenched off: but the report that the ship is leaking is incorrect. Her bowsprit, a spar fifty feet in length and three feet in dismeter, is gone, as also are the jibboom and some wood work. The Vanguard cost £357,497, and with her guns and outfit was worth £500,000. The officers' plate is valued at £260 and the wines at £300.

Both the vessels were powerful rams, but the Iron Duke was much the more for midable of the two. The Vanguard was an iron plated storm ram of 6,031 tons and 5.-812 horse power. She carried ten 12 ton guns and four 40-pounder Armstrong. She was protected by armor plating 41 inches thick, which extended about five feet below the water line. The stem and stern, which were unprotected by the plating, were crossed and recrossed in every direction by solid water tight compartments.

Extensive preparations are being made in Devonport Dockyard for the expected at tempt to raise the Vanguard. A large number of divers, lighters, ship chains, and other appliances are being collected, and will be forwarded to the scene of the collidant at Devonport. The Vanguard lies in water 100 feet deep, but, the senson of the year being favorable, it is probable that at least an attempt will be made to raise her, as she is a valuable ship. Diving a such as sho is a valuable ship. Diving at such a depth, however, will present great difficulties, and the weight of the Vanguard is enormous.

If the sunken ironclad should be raised so as to float once more, the feat will be an unprecedented accomplishment of modern naval and hydraulic engineering. Consultations have been in progress to day on the subject among experienced naval and dockyard authorities, and the general opinion of practical men is that it may be done. In fine weather, it is thought, the divers will have no difficulty in removing the masts and upper deck guns; then the mooring chains, of such enormous thickness as as-tonished many a rural visitor to the dockyard stores, will be slipped under the Van guard's hull, or, if this is found impracticable, will be made fast to her hawse holes. Four, or perhaps six of our great line of-battle ships now in reserve will be then moored above her, and, the chains being made fast, the resistless rise of the tide will suffice to lift the Vanguard. Such is the project, and once off the bottom she may, by successive, short stages, be slid up the Kish Bank until the seat of her injuries can be reached .- Daily Telegraph.

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