

and gear had been good, I would have lowered the topsails.

By the President: If the object had been to carry as heavy a press of sail as the ship would with safety bear, I think double-reefed topsails would have been as much as she could carry with safety. I would rather not have had courses on her. The Court adjourned a few minutes past sunset.

The Court resumed on Wednesday, at nine a.m., and at once commenced receiving evidence.

STAFF-COMMANDER WISE, of Her Majesty's ship *Lord Warden*, was on deck on board the *Lord Warden* on the morning of the 7th of September last. At 12.20 a.m. there was a hard squall from S.W., with thick rain. It blew hardest about half past twelve. The *Revenge*, in which he served as navigating lieutenant, would have carried close reefed fore and main topsails and storm trysails in a squall of equal strength without endangering the ship, supposing all to have held on. At 12.20 on the 7th the sea was very confused, but not high. If the *Revenge* had been lying in the trough of the same sea, he was of opinion she would have sustained no injury.

By Admiral Yelverton: To the best of my recollection I saw the *Captain* about half-past twelve. She was then near the flagship close under our stern.

By Captain Hancock: The *Lord Warden*, when I went on deck, had double reefed topsails lowered on the cap, fore and main trysails, and the foresail hauled up. I supposed it to be the *Captain*. I saw at half past twelve from what I saw of her hull as she kept away to the northward. Judging by the size of the topsails I should say they had the third or fourth reefs in. She was then heeling much but not rolling. I did not see her again after she kept away to the northward. I saw no other ships at that time.

By Captain Rice: I came on deck at 11.30 p.m., and remained on deck until 3 a.m., when the wind changed to the N.W. The *Lord Warden* was not in danger, but her spars and sails were. At 11.30 p.m. the weather was such as to render it necessary to lower the topsails, especially for the safety of the yards.

Capt. Elphinstone, D'O. D.A. Aplin, R.N., lately commanding the *Inconstant*, produced abstracts from the log of the *Inconstant* for twelve hours previous and subsequent to the loss of the *Captain*. He considered the weather to be what is termed a "dirty night," but looked upon the wind more as a succession of squalls than as a steady gale of wind. I did not consider that it blew at the utmost at a greater force than eight to nine. The sea was a confused cross one, but not heavy. Between two and three several seas formed into a sort of pyramid, which broke on the starboard side of the ship, wetting the first lieutenant and himself on the bridge. Remarkd at the time to the first lieutenant that the circumstance was the more curious as there was not a heavy sea on. Between twelve and one that night if it had been necessary to carry the heaviest practicable sail on the *Inconstant* to get off a lee shore, she would have received double-reefed topsails, reefed courses, and topmast staysails without endangering her safety.

By Captain Hancock: To keep the *Inconstant* in her station I had given direction to take a reef in the fore and mizen topsail, and to lower them on the cap and hoist them as necessary to keep position. The ship carrying weather helm, the mizen topsail was afterwards taken in and furled; the fore staysail set in lieu of main staysail

split. This alteration of sail, and that made by signalled order, was made to keep the ship in her station, but not in consequence of the weather. The sail the *Inconstant* was under at eight p.m. on the 6th was double-reefed topsails and foretopmast staysail. A general signal had been made from the Commandor-in-Chief to have steam up and use it when necessary. The *Inconstant* did not need the aid of her screw until wearing on the wind shifting. A few minutes after one a.m. a general signal was made from the *Lord Warden*, by flash lights, to keep open order. We were then five to six cables, perhaps closer, astern of and a little on the starboard quarter of the *Lord Warden*. The officer of the middle watch first reported to me that the maintopsail, which was on the cap, was split; and immediately afterwards he reported that the wind had shifted, and the ships of the fleet were apparently going round on the other tack. I went on deck, and steam was used to wear the ship.

By Captain Rice: With safety I have stated the sail the *Inconstant* could have carried if necessary. The *Inconstant* is very crank, but not so much as she was, and in carrying the press of sail I have stated I should of course have been prepared to shorten sail in heavy squalls when necessary. The log of the *Inconstant* gives the extreme heel of the ship at midnight, with the topsails lowered on cap, in the squalls at thirteen degrees. Looking at the attested copy of the log, I find the roll of the ship at midnight to be from five degrees to port to thirteen degrees to starboard. Previously the roll had been from five to port and ten to starboard. I consider the extract from the log to be a record of the extreme roll made by the ship during the two hours previous to midnight. I was perfectly easy in my mind as to the safety of the *Inconstant* during the night the *Captain* was lost, and carried the port in my sleeping cabin open through the night.

By Captain Boys: On the last trial of sailing by the fleet, the force of wind was from 5 to 6, the trial on a wind. The *Captain*, I believe, carried royals, while the *Inconstant* was under togallant sails. Our maximum heel was 15½ degrees, and the *Captain* was heeling nearly as much, if not quite. It is my opinion that the *Captain* could carry as much sail as the *Inconstant*, up to a certain point of heel.

By Captain May: When I went on deck, between one and two, the *Inconstant* then had her helm up in the act of wearing, and whatever inclination she had then was a mere roll made in the act of wearing. I have carried sail on the *Inconstant* with perfect safety with the ship heeling 1 degree, and lurching as many as 25 or 26 degrees. She had not approached anything near that on the night the *Captain* was lost.

By Captain Commerell: I am of opinion that the capsizing of the *Captain* was owing to a combination of effects from wind and sea, and that the ship had inclined over to the force of the wind, and while so inclined, a sea had probably lifted her and thrown her over to what proved a dangerous inclination.

By Captain Brandreth: to the best of my recollection I was not told of the signal made to "open" until after I went on deck.

The President: You have expressed an opinion that up to a certain point the *Captain* could carry as much sail as the *Inconstant*, &c. what point, in your opinion, would she have been unable to do so? Twenty degrees of heel I should have considered dangerous. Can you say what sail, if any, would have capsized the *Inconstant* that

night?—I do not consider that any sail a seaman would have put upon her would have done so. Certainly not double-reefed topsails. Would you be disposed to say the *Inconstant's* masts would carry away before she would founder by capsizing, supposing she was battened down, if practicable?—I consider the masts and yards would carry away before she would capsize under these circumstances, with properly proportioned masts and yards. My reason for saying that twenty degrees of heel by the *Captain* would be dangerous was that a great part of her deck would be under water, and the difficulty of recovering herself would be extreme, and if struck in that position, or lifted over by a sea, I do not think she could recover herself. I have heard that there was a limit of heel beyond which the *Captain* could not recover herself. I have read it in lectures given on the stability of ships at the Society of Naval Architects, and, in my opinion, the views there advanced were correct. I have no reason to think otherwise than that the *Inconstant* would recover herself from an angle of forty five degrees, and I would attribute that quality to the resistance given by the ship's side and bulwark, or high freeboard.

(To be continued.)

COUNT VON MOLTKE.

(From the London Spectator.)

The immense, and, as it were, self-dependent strength of the Prussian monarchy is shown in nothing so clearly as in the way the Hohenzollerns have maintained the tradition of thriftiness in the bestowal of rewards. They have never had to buy anybody. From first to last, from the first King to the first Emperor, the sovereigns of Prussia have been exceptionally independent within their dominions—have been as individuals wealthy, and have followed a bold, far reaching and ambitious line of policy. With territories little larger than Holland, and a country far less rich, they claimed and maintained a position among the mightiest potentates of the world, resented the faintest slight to an ambassador, and scarcely acknowledged precedence even in the Emperor of Germany. They have occupied precisely the position which tempts men to spend most lavishly, yet they have maintained for 150 years, through six generations—in their official policy as in their household management—a tradition of thrifts pushed often to chaste paring parsimony. One man in the line was a kind of northern Bourbon, wasting wealth in sterile magnificence and coarse voluptuousness; but he did not break the tradition, and to this hour the Hohenzollerns are served better than any princes of Europe, and give their servants smaller rewards. Nobody in Prussia is paid anything like the worth of his work. The whole aristocracy is drawn into the army by salaries which would disgust English bank clerks, while the *élite* of the cultivated, men usually without means are formed into an effective bureaucracy, and paid less than English clergymen. A General is paid like an English Captain, and a Perfect like a superior clerk, while the majority of the bureaucracy, which initiates and directs and moderates all things in Prussia, which governs in the highest sense of that misused word, are compelled to practice an economy which English dissenting ministers or Scotch schoolmasters would deem painful. A rigid, unsparring economy prevades every department, and has so penetrated officials as to become a kind of a point of honor, as if waste or even expen