

WILAT I SAU.

BY REV. J. MILTON AKERE.

I saw a pretty cottage stand
In grounds that were both trim and neat,
Where graveled walks and charming flowers
Solicited the wandering feet.
A very Paradise it seemed,
With virgin joys and glories crowned;
A spot upon this sin-cursed earth
Which yet the serpent had not found.

I saw a woman, pure and good,
Upon whose cheek the rose bloomed;
Who deep inhaled the atmosphere
Her dearest husband's love performed,
A calm and happy life was hers,
No grief upon her spirits pressed;
And hope, the darling angel bright,
Sat monarch in her loving breast.

I saw a happy family,
With ruddy cheeks and faces bright,
Whose joyous heart expression found
In eyes that danced with pure delight,
The maids were modest, chaste and fair,
The boys were brave and noble, too;
The families, as best as this,
The sun shines on, I trow, a few.

I saw a man with form erect,
And with a calm, expressive face,
Upon the lineaments of which
It was not hard for one to trace
The workings of a noble soul;
A sympathetic friend, and kind,
More ardent, constant, firm than whom
'Twas ne'er my privilege to find.

I saw that cottage once again;
But ah! 'twas sinking to decay—
The window lights were broken in,
The shutters had been wrenched away;
The grounds were overgrown with weeds,
No hand had trained the vines of late;
And what a woe! now where wealth had been;
'Twas blighted, cursed, and desolate.

I saw that woman once again;
Her face was thin her cheeks were pale;
And from old care's deep chiselled lines,
I read, with pain, her sorrow's tale.
Within her heart, where hope had reigned,
When all was joyous, bright and fair,
A monarch crowned with glory sat,
Whose name I've learned to call despair.

I saw that family again;
But oh! the change, how very sad,
They wandered forth, to virtue lost,
In filthy, tattered garments clad,
Their eyes no longer danced with joy,
Nor could they longer happy be;
For sin, and poverty, and shame
Had overwhelmed that family.

I saw that man but once again,
With blood-shot eyes, and bloated face,
Upon the lineaments of which
It was not hard for one to trace
The workings of a fallen soul;
A vicious prostituted mind,
More wretched and depraved than whom,
May God forbid I e'er should find.

A man, a family, a wife,
Once good and happy, young and fair,
Have fallen from the heights of hope
Far down the starless gulf, despair.
The cottage, too, the home of peace,
Has been surrendered up to fate,
And now its many tongues repeat
"Behold, I too, am desolate."

What agency, or some so strong,
What evil genius, or spell,
Can so bring down the human race,
From heaven's gate, so near to hell?
In one short word of letters three,
Of human ills we find the sum,
The withering, blighting, damning scourge,
Which bears the simple name of rum!

ARMAMENT OF SHIPS OF WAR.

At the regular meeting of the U. S. Naval Institute, held March 12 Rear Admiral Herwood in the chair, an instructive paper on the Armament of our Ships of War was read by Commodore Jeffers, Chief Bureau of Ordnance. An interesting discussion followed the reading of the paper, after which, upon motion of Rear Admiral Worden, the thanks of the Institute were unanimously tendered to Commodore Jeffers for his interesting and highly valuable paper. The meeting then adjourned. We give this week a synopsis of the first part of this paper, reserving the conclusion for another week.

The main points to be considered in determining the armament of a ship are, 1. That the aggregate weight of the guns should be in proportion to the tonnage; 2. Having decided what this weight shall be, the next point of importance is to dispose of it in the best manner to develop the greatest power of which it is susceptible; 3. The relation of the battery to the speed of the vessel; for although it is absolutely necessary that a ship of war should exercise a full power, offense and defence, within the circle of which she is the centre, next to this, and to this only, its importance is her ability to transfer this power to another point with certainty and rapidity.

We will proceed to consider these points *seriatim*.

To exemplify our first point, we may take the old sailing frigate *Constellation* as a type of what was considered to be at the time she was built, a well armed ship. Her tonnage was 1,236, and the battery consisted of 30 18-pounder cannon on gun deck, and 16 32-pounder caronades on the spar deck, weighing in the aggregate 160,700 pounds, and throwing a broadside weight of 530 lbs. of shot. In 1845 the Ordnance Board recognizing the importance of reducing the number of guns and increasing the calibres assigned a battery of 38 32 pounders, weighing 171,048 lbs., throwing a broadside weight of metal of 674 lbs., and 22 lbs. of explosive material. In 1853, her sister ship, the *Macedonian*, carried a battery of 2 10 inch pivot, 16 8 inch and 2 32 pounders in broadside, weighing in the aggregate 138,432 lbs., and throwing a broadside in metal of 672 lbs., with 26 lbs. of explosive material. Finally Admiral Dahlgren proposed for these ships a battery of 18 9 inch guns weighing 164,000 lbs., broadside weight of metal 721 lbs., with an explosive content of 30 lbs.

It will be observed that in these changes, made by competent authority, the relation of weight of battery to tonnage of ship was closely adhered to, while augmenting the power of the armament by reducing the number of guns and increasing the calibres. With the first introduction, however, of steam into the Navy, a departure from the law of relation of armament to tonnage of ship became unavoidable; because the pioneer paddle steamers did not afford the requisite room and conveniences for proportionate batteries. It was evident to all seamen that the few guns carried by these vessels were entirely disproportionate to their tonnage, and the success of the screw was at once accepted by our best thinkers as a solution of the problem. The *Princeton*, the felicitous conception of Commodore Stockton, was a move in the right direction which we failed at the time to follow up, and still continued to build sidewheel steamers. Even after the screw was determined on as the motor there was manifested a great indisposition to sacrifice gunpowder to facility of shifting one's position; and the five frigates of the *Wabash* class had only auxiliary power, although the conservative spirit of the day reduced the effective force of the battery one fourth by substituting on the spar deck 8 inch and 10 inch in lieu of 9 and 11 as originally assigned. This defect, however, has since been remedied by modification of the broadside battery, and the ships of this class now carry a weight in guns better proportioned to their tonnage, though not excessive, viz. 42 9 inch, 2 11 inch, and 2 100 pound rifles. We may remark in connection with these ships that the plans of Admiral Dahlgren contemplated for all of them an entire spar deck battery of 11 inch guns, and the details exist

for mounting six on the spar deck of the *Franklin*—in which, however, he was overruled. *Niagara* alone was the first ship to realize the conception of speed and power combined; but owing to faults of construction she never was a favorite ship.

We next come to vessels of the *Hartford* class, which were constructed to carry a respectable armament combined with full power of movement. If we assume these ships to have been well armed, as is admitted by every one, and take the ratio of weight of battery to tonnage—the lightest armed (*Hartford*, *Richmond*)—16 of 9 inch in broadside, will give us a factor of 108 lbs. of gun to each ton. The heavier ships of the class, *Brooklyn*, *Pensacola*, armed with 20 9 inch and 1 11 inch, give a factor of 130 lbs. to the ton. Applying the least of these factors to the latter ships of the *Plymouth* class, we have a total weight of battery of 121,176 lbs.—50 tons proportionate to their tonnage. Now these ships were originally designed to carry 2 11 inch in pivot; but for constructive reasons, the after pivot was omitted, and the battery modified to consist of

GUNS.	WEIGHT OF BROADSIDE.
1 11 inch, 16,000 lbs.....	136 lbs. (shell)
6 8 inch, 39,000 lbs.....	192 lbs. "
1 60 pdr., 5,000 lbs.....	60 lbs. "
	60,000 lbs. 388 lbs.,

a weight of guns and broadside entirely disproportionate to their tonnage.

Substituting 6 9 inch guns for the 8 inch, increases the weight of battery, and of broadsides, to 75,000 and 616 lbs respectively. But, in fact, these ships should carry

GUNS.	WEIGHT OF BROADSIDE.
1 11 inch, 16,000 lbs.....	139 lbs. (shell)
10 9 inch, 90,000 lbs.....	350 lbs. "
1 60 pdr., 5,000 lbs.....	60 lbs. "
	111,000 lbs. 546 lbs.,

It may be claimed, however, by some, that these ships have not sufficient breadth for the 9 inch, and that their deck beams and scantling are too light to support such weights. If this be really the case, then we would propose, as a compromise, for such a ship an armament of

GUNS.	WEIGHT OF BROADSIDE.
3 11 inch, 48,000 lbs.....	408 lbs. (shell)
1 100 pdr., 9,200 lbs.....	100 lbs. "
	57,200 lbs, 508 lbs.,

which, with a less weight of guns than the battery just assigned, would give a power of 508 to 388. It is also to be observed that the pivot carriages cover so many of the beams, and the weight being thus distributed over a greater surface, the 11 inch strains the vessel less than the 9 inch, mounted at the side on a Marsilly carriage. From actual measurement, however, it appears that the ships of this class have at least five (5) ports of a side which will allow the muzzle of a 9 inch gun to come 12 inches inside the port, affording ample space for loading and sponging in actual firing, at which time trifles generally disappear. In rare exercising there may not be convenient space for the in tuckle blocks; but this inconvenience is surely not of so much importance as to sacrifice to it the grave consideration of calibre.