

kept aloft. This was a well fought action and if the Penguin had been better fitted, especially with regard to her guns, it would have gone hard with the Hornet. A gun adrift in a heavy sea way is not only useless as a weapon of offence or defence, but it becomes an instrument of destruction on board the vessel to which it belongs. Nearly all the Penguin's guns were in this condition, and the time which should have been expended in fighting them was obliged to be employed in securing or trying to secure their breechings and lashings.

Just after the action had ended the Peacock and Tom Bowline hove in sight and with the Hornet, proceeded to their destination. On 28th April, at daylight, in lat. 39° south long. 34° west, the two sloops bore down upon, in order to capture as an Indian, the British 74-gun ship Cornwallis. The mistake was soon discovered and a chase commenced, during which the Peacock separated to the eastward. In the afternoon, when gaining fast on the Hornet, the British ship had to heave to and lower a boat for a marine who had fallen overboard. This delay and unskilful firing on the following day saved the Hornet, but the chase continued till 9 a.m. on the 30th, compelling her to heave overboard her guns, muskets, cutlasses, forge, bell, anchors, cables, shot boats, spare spars, and a considerable portion of her ballast, thus rendering her utterly worthless as a cruiser, so that she was obliged to steer straight for the United States.

One last act of useless and savage barbarity has yet to be recorded as the final one of this miserable contest. The Peacock, after being obliged to part company from her consort in the manner described, pursued her way to the West Indies, and on the 30th June, being off Angier, in the Straits of Sender, fell in with the Honorable East India Company's brig Nantilus, of 10 cannonades 18-pounders and 4 long nines. On the Peacock's approach she was hailed and informed of the peace, but the reply was a demand for the brig to haul down her colours which of course was not complied with. The master of the Nantilus, one of her passengers, and the master-attendant at Angiers, went on board the Peacock previously with Mr. Madison's (the President of the United States) proclamation, but they were ordered below. An action commenced, which ended in the capture of the diminutive brig, with a loss of 7 killed and 8 wounded.

The fellow commanding the Peacock was named Warrington, and was compelled to relinquish his blood gotten prize on the 1st of July, without either profit to himself or honor to his country. This disgraceful transaction closed the naval operations of the war of 1812-14, since which period the whole characteristics of naval warfare have been altered by the employment of steam as a motive power, rendering the seaman independent of wind for manœuvring.

LIFE PEERAGES.

Earl Russell has brought before the House of Lords, for its first reading, his bill to provide for the creation of Life Peers. The proposition has been better received than was the creation of Lord Wensleydale in the year 1856. The Marquis of Salisbury and Lord Cairns, the leader of the Conservatives, received the measure with a considerable degree of favour, and it was left to a less influential individual to enter a slight protest against it. The object of the Bill is to give life and vigour to the House of Peers; but it may well be doubted whether it will accomplish the desired object. The elevation of gentlemen to the House of Lords, who, though influential and able, are not possessed of fortunes sufficient to sustain a family peerage, presents considerable difficulties in practice. It may be doubted whether really valuable men will accept such a position, or enter heartily upon its duties. They would inevitably find themselves placed in an inferior position to their colleagues. It is questionable whether a single individual of genuine statesmanlike talent would prefer a seat in the Peers, under such circumstances, to one in the Commons. The present weakness in the House of Lords arises from the fact that it is composed of hereditary legislators; and we do not think that it will be strengthened by the addition of nominal legislators. No nominated House can ever compete in vigour and influence with a body elected by people.

A general order has just been specially issued by his Royal Highness the Field Marshal Commanding-in-Chief establishing the squadron system in the cavalry at home. The following are the clauses of the order: His Royal Highness the Field-Marshal Commanding-in-Chief having decided that squadron organisation shall be established in cavalry regiments, in barracks as well as in the field, directs that officers commanding will take immediate steps to carry out the following instructions:—

For the future the squadron will be considered the unit, and the word "troop" will be discontinued.

There will be four squadrons in each regiment.

To each squadron two captains, two lieutenants, and one cornet will be allotted.

The four senior captains will command the squadrons, receive the contingent allowance, and be responsible to the commanding officer for the horses, arms, accoutrements, stores, &c., of the whole squadron.

The junior captains will serve under the orders of the senior.

To each squadron a sergeant-major and a quartermaster sergeant will be appointed.

These non-commissioned officers are to be selected from the troop sergeant-majors.

The sergeant-major's duties will relate, under the direction of the captain, to all details connected with the drill, discipline and management of the squadron.

The quartermaster-sergeant will, under the direction of the captain, keep the accounts of the squadron, and take charge of spare arms, accoutrements, stores, &c.

The following non-commissioned officers, &c., will also be attached to each squadron; viz:—

Six sergeants, 6 corporals, 1 farrier, 2 trumpeters, 3 shoemakers, and 1 saddler.

General Sir Edward Cust has given the Queen the last volumes of the "Annals of the Wars of the Eighteenth and Nineteenth Centuries."

Mr. Motley, the well known historian, has been accredited by the United States Government as ambassador to this country, in place of Mr. Reverdy Johnson. According to the *Limerick Chronicle* he is the bearer of the modest demand that England shall pay 650,000,000 dollars, and a proposition that she shall renounce the sovereignty of Canada as a reparation for recognizing the belligerency of the South. We by no means wish to discredit the special information of the *Limerick Chronicle* upon this subject. President Grant, it will be remembered, has promised his subjects to "send in" the Alabama bill to England, and has also expressed his hope that the bill will not be met. When this bill falls due, whatever its date may be, all that the British public will have to do with it is to note it; we do not think it would be worth the trouble of protest. England has too long accustomed herself to treat courteously the advent of such "American notes for general circulation." The time may be approaching when she may change them on account of her Yankee correspondents without what commercial men call his honour. It is quite time that our policy with respect to America should be a policy capable of being enforced, if need be, with power as well as courtesy.—*Broad Arrow*.

MERIT *versus* INFLUENCE.—It appears from a general order, issued by the naval department at Washington on the 17th ult., that the authorities have found it necessary to adopt a course similar to that recently pursued by the British Admiralty. This order calls the attention of officers to the regulation of the navy forbidding applications for duty through persons of influence. All such applications are ordered to be made direct to the Secretary of the Navy, who is supposed to be the best judge of what duty an officer is entitled to, and if made in any other way such application will not be attended to. The Secretary says—"It is very apparent that an officer who can obtain service through influential friends must have a great advantage over all others, and the least deserving may get the most important duties. Duty will be assigned according to the requirements of the navy, and officers will be assigned to service who are well known to be the most competent to perform it."

ANECDOTE OF THE LATE DOVER REVIEW.—The following is said to be an authentic anecdote of the late review at Dover:—When the Ferret had, shortly after drifting against Dover Pier, become a total wreck, signals were made from the shore to the Royal Sovereign the flagship of the senior officer in command, informing him of the fact, as well as of the safety of the crew, with the exception of one boy. Captain Hood at once telegraphed the information to the Admiralty in London, and received in reply orders from that body to take the Royal Sovereign into Dover Harbour. Now, inasmuch as the entrance to the harbour is too narrow to admit the Royal Sovereign, and as until after the half-tide even the packet-boats have often a difficulty in finding enough water to float them, the task was a difficult as well as a dangerous one to perform. Luckily, Captain Hood thought it best to act on his own responsibility.

A brother of the late Admiral Napier lately fell in love with a very beautiful but poor Jewish girl of Prague. On account of the difficulties which would have attended the marriage in that city, he betook himself to Heidelberg where the more obliging authorities offered no opposition to the union.