

protected by 4½ inch armour, having a speed of twelve to thirteen knots per hour, and carrying 9-ton guns and under. Class 7 consists of two sloops—namely, the *Enterprise*, and *Research*, protected by 4½-inch armour, and having a speed of nine and a half knots per hour, and carrying 6½ ton guns, their engines being of 115 nominal horse power; and three gunboats, namely, the *Viper*, the *Vixen*, and the *Waterwich*, protected by 6½ inch armour, having a speed of 9½ knots per hour, and carrying 6½ ton guns. We shall possess eleven turret and special vessels, carrying two guns, which are classed as follows:—Class 1 will include 20, vessels of a new design protected by 10-inch to 14-inch armour, having a speed of twelve and a half knots per hour, and carrying 25 ton 12 inch 600-pounders.

Class 2 will consist of the *Monarch* and the *Captain*, protected by 7-inch to 8-inch armour, having a speed of 14 knots per hour, and carrying 25-ton guns.

Class 3 will consist of the *Glutton* protected by 10-inch to 12-inch armour having a speed of nine and a quarter knots per hour, and carrying 25 ton guns.

Class 4 will consist of the *Hotspur*, protected by 10 inch to 14-inch armour, and the second *Hotspur*, protected by 8-inch and 12 inch armour, both possessing a speed of 12 knots per hour and carrying 18 to 25 ton guns.

Class 5 will consist of the *Royal Sovereign* and the *Prince Albert*, protected by 4½-inch to 5½-inch armour, having a speed of 12 knots and carrying 12 ton guns.

Class 6 will consist of the *Scorpion* and *Wyvern*, protected by 4½ inch armour, possessing a speed of 10 knots per hour and carrying 12-ton guns.

The grand total of these figures will give us 47 armoured ships, carrying 598 guns, of which 18 are 25 tons, 9 are 18 tons, and 111 are 12 tons.

Our unarmoured fleet may be described in general terms thus:—We have at the present time available for service about 12 old line-of-battle and heavy frigates, including the *Galatea*, and *Ariadne*. In addition to these vessels we have the *Inconstant*, heavy frigate, having a speed of 15 knots per hour, and carrying 12½-ton guns; the *Active* and the *Volga*, large corvettes, having a speed of 15 knots per hour, and carrying 6½-ton guns; 12 *Blanche* class corvettes, having a speed of 13 knots per hour, and carrying 6½-ton guns; two of the *Drauid* class, having the same speed and armament; 12 gun vessels of the new type, having a speed of 11 knots per hour, and carrying 6½-ton guns, besides others of the old type, including eight heavy corvettes. The total of our unarmoured fleet therefore will be sixty-six vessels, besides a number of old sloops and gunboats. It must not be forgotten that the maritime defensive and offensive power of England will consist in the future, not only of ships and guns, but also of torpedoes, to the importance of which the naval authorities of this country are fully alive. It is not an easy thing to make an accurate comparison between the strength of the navy of this country as it will be at the end of the next financial year and that of any other maritime power. But I may say that, in comparison with our forty-seven armoured ships, France will have thirty-seven, besides eleven floating batteries for harbour use. She, however, has no vessels that can compare with our first or second-class broadside or turret-ships, although she is strong in the third-class. Her old unarmoured class is in better condition than ours, but she has only two or three of the new type to compare with ours. The

United States possess no seagoing armoured ships, but they have an immense fleet available for defensive purposes. The value of their recent unarmoured fleet is very doubtful; some persons regarding it as utterly worthless, while others think that it is of the utmost value. For my part I should think the truth lay half way between the two suppositions.

CREWS AND STATIONS.

It appears by a Parliamentary return that on the 1st March 1868-69, 20 English vessels of war, of 34,617 tons, and a complement of 5,313 officers and men, were in the Mediterranean; 29 vessels of 14,827 tons and a complement of 5,488 men in North America and the West Indies; 9 vessels of 7,647 tons and 1,115 men on the south-east coast of America; 7 vessels of 7,500 tons and 1,275 men at the East Indies; 3 vessels of 3,078 tons and 416 men at the Cape of Good Hope; 19 vessels of 15,179 tons and 1,894 men on the West Coast of Africa station; 14 vessels of 19,342 tons and 3,321 men in the Pacific; 40 vessels of 30,246 tons and 4,628 men off the China station; 6 vessels of 6,703 tons and 1,367 men in Australia; and 1 surveying vessel with 90 men detached in the Straits of Magellan.

THE OTTOMAN EMPIRE.

In view of the possibility of the Eastern Question ripening to actual war, it cannot be without interest to examine of what character is this Empire of the Sublime Porte which demands perpetual maintenance in Europe from the Western powers. The enquiry will, we believe, show a considerable blending of good and evil; the most abominable principles of despotism checked and tempered by no inconsiderable influence of practical liberality; a democratic equality of persons asserting itself unabashed in the very face of an unchallenged autocracy. Warp and woof are so cunningly woven together that it is difficult to unlay the strands. And, while on the one hand the Commander of the Faithful has not, most decidedly, established a Utopia, on the other he does not at least permit the existence of an anarchy.

At the close of the last war, in 1856, Abdul Medjid granted to his people a charter of liberties which evinces a highly satisfactory disposition to profit by the lessons of intercourse with his Western allies. The principal provisions of this Imperial order (*Hatti Humayoun*) decree full liberty of worship to every religious profession; immunity from all compulsion to apostacy; the legal acknowledgement of the absolute equality of all Turkish subjects of every religion, race and language; the permission of all foreigners to hold landed property while obeying the laws and paying the taxes.

The legislative and executive authority is exercised, under the supreme direction of the Sultan, by the Grand Vizier, the head of the State, and the Sheik-ul-Islam, the head of the Church. Both are appointed by the Sovereign, but the latter must be approved by the Ulema, a nondescript body comprising clergy and lawyers. The whole of the empire is governed by deputy; the pashas of local provinces deputed administrators of provinces, and each of these in turn deputed resident magistrates of districts. All subjects, however humble their origin, are eligible to the highest offices of the State. Birth conveys no privilege, all true believers standing on a common footing. Whatever other vices are inherent in the system, there can be no reproach levelled at it as oligarchical in its restrictions.

The population of the empire is estimated at 35,350,000, of whom 15,500,000 are resident in Europe, 16,050,000 in Asia and 3,800,000 in Africa. Of the Europeans but 4,550,000 are Mussalmans, against 10,000,000 Greeks and Armenians, the balance being mainly Catholics or Jews. On both sides of the Hellespont there are about 900,000 subjects acknowledging the authority of the See of Rome, of whom the great majority use the Roman liturgy, the remainder being composed of united Greeks, united Armenians, united Chaldeans and Maronites. These five denominations, as also Jews and Protestants, are acknowledged by the Government as independent religious communities, possessing their own ecclesiastical rule. The patriarchs of the Greeks and Armenians, and the High-Rabbi of the Jews enjoy, in consequence, considerable political power.

ADMIXTURE OF RACES.—Nowhere, perhaps, says Prof. Agassiz, is the physical and moral deterioration of pure race, so clearly shown as in Brazil. The hybrid between the Indian and the negro, called *cattuzos* has none of the delicacy of the mulatto; his complexion is dark, his hair long, wavy and curling, and his character, instead of being confiding but indolent, is described by Agassiz as exhibiting a happy combination between the jolly disposition of the negro and the energetic, enduring powers of the Indian. The hybrid between the white and half-breed is called *mameluco*, and is described as being pallid, effeminate, feeble and lazy and rather obstinate, the Indian influence having apparently obliterated the higher characteristics of the white, without imparting its own energies to the offspring. Noticeable exceptions to this picture may be found in the half breeds of the semi-civilized communities of our Southern Indians. It is very remarkable that the Indian, crossing with either a negro or a white, makes a deeper impression on his progeny than the other races, and, in accordance with this fact, it is observed that, in further crossings, the pure Indian characteristics are resumed, and those of the other races thrown off. "Let any one," says Professor Agassiz, "who doubts the evil of mixture of races, and is inclined, from a mistaken philanthropy to draw all barriers between them, visit Brazil."

Mr. Macfie, member of Parliament for the Leith burghs, Scotland, in reply to a question put to him at a meeting of his constituents whether he was willing that the Princess Louise should receive a dowry from the nation on the occasion of her marriage with the Marquis of Lorne, said:—"That precedents for such gifts already existed, and that it would be individious to show less appreciation of their countryman than of a German stranger." This reply is said to have been received "with rounds of applause."

THE BROKEN CABLES.—A despatch from St. John N. F., dated the 12th, says the Atlantic Cable Company's steamer, '*Robert Lowe*,' returned there yesterday from her attempt to repair the Atlantic cable. She would take in coals and supplies and sail again on the 13th. Captain Kerr, who has for many years been on the coast of Newfoundland making soundings, will go out on the next cruise; his assistance will no doubt be of great value. The weather continues stormy.

The Montreal Insurance Company has just declared a dividend of 12 per cent.