

Coles of the extent to which they were pressing the *Captain* on the 6th of September, Captain Coles pointed to a certain angle as her safe point of inclination, while we now know that the Controller's Department as early as the 23rd of August possessed mathematical proof that it was utterly or roneous. Between that 23rd of August and the fatal night on which she and her gallant crew perished, there was ample time to have put every one concerned in testing so novel a form of warship on their guard, and, as Captain Commerell, of the *Monarch*, justly pointed out, had the information proffered to the court-martial been put earlier into his or any other senior officer's hands, such a catastrophe would have been in all probability averted.

"Mr. Reed, the late Chief Constructor of the Navy, in his evidence, leads it to be inferred, if he does not actually say so, that official caution of the stability of a ship, though given under Admiralty seal, would have been treated with indifference or incredulity. In this I totally disagree, and had he been brought up as a naval officer he would know that, as a profession, the tendency is quite in a contrary direction. If he meant that Coles and Burgoyne would have attached very little weight to his own opinion, unsupported by data or mathematical demonstration, of the seaworthiness of a low freeboard turret-ship, I think he is right, and he would find hundreds, and I among others, of their way of thinking. Mr. Reed and Sir Spencer Robinson have produced too many failures in the shape of men-of-war for the Service to consider them oracles.

"But of Captain Burgoyne I can say this—I and he have been constant friends for fifteen years, since, as a young lieutenant, he commanded a gunboat under my orders in the Sea of Azof, to the time I selected him as my second in command of the flotilla I took to China in 1863. It was at my suggestion Captain Coles requested he might be appointed to the *Captain*. I always knew Captain Burgoyne to be as watchful as he was an expert seaman and most able officer. Blessed with great nerve and calmness, he was never foolhardy, and with such a high sense of responsibility to those under his command and care, that, much as he would have striven to satisfy Captain Coles of his ship's qualities having been fairly developed, he would have been the last man in the Navy to treat with indifference any official and unbiassed intimation, had it been given him, of the sad lack of stability of the *Captain* after she had passed a certain point of inclination under sail.

"It was the withholding of that information now that we find it was in the possession of certain parties which I maintain requires the strictest inquiry.

"Before I close this letter let me again ask you to say a word on behalf of the fund for the relief of the destitute relatives of those who went down in the *Captain*. Captain Peile tells us they number, so far as is already known, some 539 persons, and I estimate from certain facts, that the ship's company contributed nigh £5000 per annum out of their pay towards the support of those who, but for public charity, will shortly have no refuge but pauperdom. The £15,000 already subscribed, the greater portion of it from the officers and men of the Navy, is only a third of what is needed. Surely our great commercial and manufacturing cities, whose interests the sailor watches over in every part of the world, will not, in such an hour of need, let the orphan and widow perish? Yours faithfully,

"SHERARD OSBORN, Captain.

"London, October 10."

PREPARING FOR EMERGENCIES.

Whether or not Great Britain is at the present moment in a position to commence an aggressive campaign by, and, it seems pretty certain that before many months elapse, if the proposed increase in the British Army and reserve forces is carried into effect, she will be. The cable despatch sent to this continent in reference to the proposed increase was incorrect, the figures being altogether wrong.

The following table gives the strength of the British Army after the proposed augmentation. It must be remembered that this does not include the Indian native army of Sikhs &c., nearly 200,000 strong.

CAVALRY—		
Regulars.....	55,800	
Yeomanry.....	18,400	
Light Horse Volunteers, and Mounted Rifles..	2,000	76,200
INFANTRY—		
Regulars.....	181,300	
{ Militia.....	174,000	
{ Volunteers.....	198,000	
{ Army Reserve Class A..	21,150	
do Class B..	18,400	
Pensioners.....	40,000	
Marines.....	8,000	640,950
ENGINEERS—		
Regulars.....	7,400	
Volunteers.....	8,100	15,500
ARTILLERY—		
Regulars.....	52,000	
Volunteers.....	43,360	95,360
Military Train.....	3,600	
Army Works Corps.....	2,000	
Army Hospital Corps.....	800	6,400
Railway Transport Corps...		15,000
Staff (Regular and Volunteer).....		2,000
Total.....		851,410
Available for foreign service :		

CAVALRY—		
1. Regulars.....	55,800	
2. Yeomanry.....	18,400	74,200
INFANTRY—		
1. Regulars.....	181,300	
2. Militia.....	174,000	
1. Marines.....	8,000	
2. Army Reserve... ..	39,550	402,850
Engineers.....	7,400	
Artillery.....	52,000	
Military Train.....		
Army Works Corps.....		6,400
Army Hospital Corps... }		
		542,850

Thus considerably over a million of men in all would be available for the defence of the Empire, more than half that number being ready for service in any portion of the world. Already extraordinary efforts are being made to increase the strength of the navy, which is already so enormously powerful. We find from a list lately published that the following war vessels are now in course of construction and are being pushed forward to completion as rapidly as possible while others are about to be commenced :

Arrow, 1, double-screw iron gunboat, 245

tons, and 28 horse power building by Messrs Rennie, at Greenwich.

Blazer, 1, double screw iron gunboat, 245 tons, 28 horse power, at Portsmouth.

Blonde, 27, iron screw frigate cased with wood, 4089 tons, 1000 horse power, at Portsmouth.

Bloodhound, 1, double-screw iron gunboat 245 tons. 28 horse power, by Messrs Mitchell at Newcastle-on Tyne.

Bonetta, 1, Double-screw iron gunboat, 245 tons, 28 horse power, by Messrs. Rennie at Greenwich.

Bustard, 1, double screw iron gunboat 245 tons, 28 horse power, by Messrs. Napier & Sons, Glasgow.

Comet, 1, double screw iron gunboat, 245 tons, 28 horsepower.

Coquette, 4, screw composite gunboat, 294 tons, 60 horse power, at Pembroke.

Cyclops, 4, double screw, iron armor-plated turret ship, 2107 tons, 250 horse power, by the Thames Company, at Blackwall.

Devastation, turret ship, armor-plated, 4406 tons, 800 horse power, at Portsmouth.

Fury, 4, turret ship, armor-plated, 6030 tons, 1000 horse power, at Pembroke.

Glutton, 2, double-screw turret ship armor plated, 2800 tons, at Chatnam.

Gorgon, double-screw iron armor plated turret ship, 2109 tons, 250 horse power, at Messrs. Palmer & Co., Jarrow-on-Tyne.

Uccate, 4, double-screw iron armor-plated turret ship, 2106 tons, 250 horse power, by Messrs. Dudgeon, Poplar.

Hydra, 4, double-screw iron armor-plated turret ship, 2106 tons. 250 horse power, by Messrs. Elder & Co., Glasgow.

Kite, 1, double-screw iron gunboat, 245 tons, 28 horse power, by Messrs. Napier & Sons, Glasgow.

Lively, 2, paddle despatch vessel, 835 tons 250 horse power, at Sherness.

Mustiff, 1, double screw iron gunboat, 245 tons, 28 horse power, by Messrs. Mitchell, at Newcastle-on-Tyne.

Osborne, 1, royal paddle yacht, 1530 tons, 450 horse power at Pembroke.

Raleigh, 22, iron screw frigate sheathed with wood, 3210 tons, 800 horse power, at Chatham.

Rupert, iron-clad ram, 3159 tons, 700 horse power, at Chatham.

Scourge, 1, double screw iron gunboat, 425 tons, 28 horse power, at Chatham.

Snake, 1 double-screw iron gunboat, 425 tons, 28 horse power, at Chatham.

Thetis, 13, screw corvette, 1323 tons, 350 horsepower, at Davenport.

Thunder, turret ship, armor-plated 4406 tons, 800 horse power, at Pembroke.

Vigilant, 2, paddle despatch vessel, 835 tons. 250 horse power, at Davenport.

Woodlark, 3, double screw gun vessel, 663 tons, 160, horse power, at Chatham.

A man said, the only reason why his dwelling was not blown away during a late storm was because there was a heavy mortgage upon it.

It was told to Jekyll that one of his friends, a brewer had been drowned in his own vat. "Ah!" he exclaimed, "floating in his own watery beer."

The Washington correspondent of the New York Commercial Advertiser explains the nature of the business which has brought Sir John Rose to America. It is understood that if Mr. Boutwells \$5,000,000,000, five per cent loan passes Congress, it will be negotiated in London, and that Sir John Rose, on behalf of the banking firm of which he is a member, had expressed his readiness to subscribe for a large portion of it.