

both the above mentioned vessels will prove valuable additions to the Navy.

RECEIVING SHIPS.

All the receiving ships have been examined and found to be in the following condition: New Hampshire, Captain Quackenbush, at Norfolk, Va. Very clean; regulations carried out; exercises of recruits at the guns; rigging too bad for exercises aloft; crew 80, including band; marines, 27; recruits on board, 1; fire quarters, good; bottom, sound; upper works, rotten. Sabine, at Portsmouth, N. H., Commander Irwin. Very clean; hull, good; upper works, rotten; regulations carried out; no recruits; has exercises when recruits are on board. Fire quarters, good; crew, 47; marines, 25. Ohio, at Boston Captain Badger. Clean and in good order; bottom sound; all upper works rotten; decks very bad. No exercise aloft on account of state of rigging and spars. Regulations observed. Another ship should be provided. Crew, 73; marines, 23; fire quarters, good.

Vermont, at New York, Captain Low. Clean and in good order; regulations observed. Ship not rigged. Hull tolerably sound. Fire arrangements good, except at low water they can use only four streams instead of five, which can be remedied by another connection with the supply pipe on board. As the ship grounds at low water, the forcepump is useless at that time. Has no fire extinguisher. Crew, 100; marines, 57; recruits, 125.

Potomac, at Philadelphia, Commander Pendergrast. Clean and in good order; regulations observed; rigging complete; exercise only at the mizzen topsail. Fire quarters good; bottom sound; upper works decayed. Has exercise of guns and small arms. Crew, 28; marines, 24; recruits, 160. Ordered to be transferred to New York.

Relief, at Washington, Lieutenant Farnholt. Clean, good order; housed over; no exercise. Recruits, 8; crew, 22. Arrangements for fire good. Arrangements for health and comfort of recruits excellent on board all the receiving ships.

All vessels going to sea have been carefully examined by the inspecting board, and found efficient in every particular.

The people of this country are so deeply immersed in business and politics that they give little attention to the necessities of a Navy; while building up the industries of the country, they forget that these want protection on the high seas as well as on shore.

Our cities abound with policemen for the protection of property, but the high seas can scarcely be said to be policed by American ships of war, and but for the navies of foreign powers, the ocean would swarm with pirates.

Our citizens abroad are frequently obliged to go to the French or English admirals for protection, and in the Pacific Ocean our missionaries, who are doing much good in civilizing the savage islanders, have to depend almost entirely on foreign navies, as we have not ships to send among them.

Those familiar with the subject will admit that our Navy, small as it is, has performed its legitimate duties faithfully in the past, and that at present its officers are doing their best to keep up with the advance in professional knowledge.

From the foundation of our Navy, its officers have not only done their duty in war, but have in times of peace added largely to the geographical knowledge of the world, opened up commerce with the remotest

countries, and by careful surveys made clear to our merchant vessels the pathway across the ocean.

Compare their explorations with those of the most enterprising navigators of former times, and our officers will not suffer by the comparison. Many of the old voyagers left but meagre accounts of their discoveries, while our explorations have always been conducted in such a manner as to benefit the whole human race.

Whatever romance may attach to the early navigators, they were in truth bold adventurers, pushing their frail barks into stormy seas, and in many cases leaving scarce a clue to the points they visited.

Our officers, with the hardihood of their predecessors, possess a knowledge of geography that has enabled them to determine with exactitude the position of every coast and hidden dangers and our charts are now in use by all the commercial nations.

Every body remembers the expedition under command of Lieutenant Wilkes, which visited all parts of the world, and made charts of every place it visited.

The expedition performed an amount of labor almost herculean, of which our merchant ships are reaping the benefit at this day.

Commodore Perry, at the head of a naval squadron, opened to the world the commerce of Japan, which had been lost to it for centuries. The benefit of his action is seen by the increase of our commerce in that quarter of the globe, and by the multiplication of American mail steamships to China and Japan, which will finally be an assistance to us, though a small one, in time of war.

Our Navy has been active in the exploration of the Arctic and Antarctic Oceans, and the vast waters of the Pacific, and in proportion to its size, has done more towards extending a knowledge of the physical geography of the land and sea than that of any nation.

It is now, as it always has been, engaged in useful astronomical labors, and in long and dangerous voyages, and every portion of our country is interested in its maintenance.

When the small outlay for the support of the Navy is considered, it is unwise economy to withhold what is required to enable its officers to maintain the honor of the flag and be ready to defend at all times our coast and harbors against the depredations of an enemy.

Respectfully submitted.

DAVID D. PORTER, Admiral.
The Hon. Secretary of the Navy.

We are glad to learn, on good authority, that the stem of the American wild rice, *Zizania aquatica*, is now coming extensively into use as a material for paper pulp, yielding, as it does, fully as much of the raw material as the *esparto*, and being comparatively free from silicates. The paper made from this substance is quite as strong and as flexible as that from rags, while it is easily bleached, economical in respect to chemicals, pure in colour, and remarkably free from specks and blemishes. It is estimated that 100,000 tons can easily be obtained annually from the shores of the Canadian lakes alone, and we expect that a new industry of great importance will be speedily developed in the Dominion. An English company has, we understand, been formed for providing the capital necessary to carrying on this enterprise on a large scale, and we heartily wish it success. There need be

no doubt of success provided the company sets to work to cut and export grass and make honest paper, instead of framing dishonest reports, stealing other people's money, and doing nothing else.—*Canadian News*, 28th Jan.

LORD ST. LEONARDS.—In 1820 he was appointed Solicitor General to the Duke of Wellington's Administration, and on the accession of Sir Robert Peel to office in 1834, Sir Edward Sugden was appointed Lord Chancellor of Ireland. It was an unpopular appointment, and this not merely because an English lawyer had been placed on the Irish woolsack (they were used to that in Ireland then), but because Sir Edward Sugden had been a Tory of Tories, and an opponent of Catholic Emancipation, as well as of Parliamentary Reform. There were rumors, too, of his haughtiness of manner and testaceous temper, which did not favourably predispose the Irish Bar towards their Lord Chancellor, and it was at one time thought probable that by means of the press Ireland would be made by no means pleasant to him as a place of sojourn. But it came to pass that O'Connell, who then ruled all Ireland, the Executive hardly excepted, with a breath or a word, gave instructions to the newspapers not to attack the Chancellor, and to the Bar to give him a fair chance. As regards the Bar, Sir Edward Sugden soon intimated pretty plainly that he was surprised and delighted with the great learning ability, and power of argumentation of its leader, and he even took occasion specially to express his high opinion of the capacity of O'Connell as a legal dialectician. As the Bar could not but acknowledge directly and indirectly the great qualifications of Sir Edward for his judicial functions, it happened that mutual respect brought about amicable relations, and altogether life in Ireland did not prove so disagreeable to the English born Chancellor. In his demenor as Lord Chancellor there was a good deal that was remarkable in Lord St. Leonards. He usually sat erect, with his countenance immovably composed, and he rarely broke silence, though now and again he would let drop in a sarcastic tone some such inquiry to an adventurous counsel as, "Do you mean to say that that is law?" He seldom, if ever, took notes; and, as a rule, he delivered unwritten judgments.

Sergeant Ballantine has gone to Bombay to defend the Guicawar, with a fee of 5,000 guineas, and refreshers which, the solicitors say, may amount to 5,000 guineas more. It is reported, probably incorrectly, that the brief was first offered to Mr. Hawkins, Q. C., but that he could not go under £30,000. This is a new branch of practice for the English Bar, and may prove a very profitable one. The value of the civil cases tried in India Courts is often enormous, the litigants scarcely care what they pay, and they are impressed almost to absurdity by a reputation for success. Their tendency is to leap all business no a few men, and as they become acquainted with English reputations, we may here of princely fees offered for services less lengthy and less troublesome than the defence of the Tichborne Claimant. It is a drawback that the heaviest business in Calcutta is done during the hottest weather, but a man can stand a good deal of parboiling at 100 guineas an hour; and a great Zemindar accused, say, of forgery, or an opium speculator fighting for his month's gains, would pay a great deal more than that.