

## NEVER SPEAK ILL OF A BROTHER.

BY CORTLAND BALL.

Never speak ill of a brother!

Don't say a word that is mean;  
You'll find that you'll have plenty to do  
By keeping your own hands clean.  
Never speak ill of a brother  
Because he's done this or that;  
Perhaps if you held the same dish,  
You too, would spill all the fat.

Never speak ill of a brother!

Let others speak as they will,  
If you can say nothing that's good,  
You'd better by far keep still.  
Those who are eager to utter  
All the vile slanders they hear,  
Don't consider for a moment  
They're blasting a life most dear.

Never speak ill of a brother!

"Pause and consider awhile;"  
His heart may be buried in sorrow,  
"Yet more than yours free from guile."  
Darkness may hover about him,  
Leaving not one ray of light;  
Though clouds have darkened his pathway,  
That brother still may be right.

We know not the heart, my brother—

It may be as pure as the snow;  
Then judge not, oh! judge not unkindly,  
Show charity here below.  
Oh! ne'er speak ill of a brother,  
Ne'er speak one word that is mean;  
You'll find you have plenty to do  
If you keep your own hands clean.

## THE HISTORY OF THE NAVIGATING CLASS OF NAVAL OFFICERS.

Now that there seems to be a probability of the old distinction between the navigating and the military branches of the naval Service being abolished, it may not be uninteresting to some of our naval readers to have a brief sketch of the history of that useful class of officers, who, it may be reasonably hoped, are about to obtain the full recognition of their services; for we cannot regard the step which is being taken to secure the amalgamation of the two branches of the Service as representing in any sense the abolition of the navigating class, but merely the admission to the same privileges as regards promotion and command of all officers entering the navy in any but a purely civil capacity.

There can be little doubt but that the appointment of masters, or sailing masters, as they were formerly styled, had its origin in the days when the distinction between the naval and military Services was much less marked than at present; when, in fact, it was scarcely recognized at all, and the command of ships, and still more frequently of fleets and squadrons, was given to men distinguished as military officers. Of such appointments we have numberless examples in the early days of the Royal Navy. From the reign of Henry VIII., onwards through the next hundred and fifty years, we repeatedly find officers taking command almost indiscriminately of land and sea forces, and the absence of any knowledge or experience of nautical affairs was no disqualification for an appointment as admiral. As instances of this we may cite the case of Sir Walter Raleigh, the Earl of Albemarle, and Prince Rupert. It was obviously necessary then that there should exist a class of persons competent to undertake the navigation and pilotage of the ships, the commander himself being merely a fighting officer.

It is not until 1675 that we find any definite regulations relating to the masters, but from the Order in Council of the 19th of May in that year granting them half pay when not actually employed in His Majesty's service, we can gather that their position was fully recognized and established. In 1699 we find the half-pay of masters was limited to the first thirty in seniority, the

first fifteen receiving two shillings and sixpence per diem, and the next fifteen two shillings per diem. During the seventeenth and eighteenth centuries we find several references to the half pay of masters, each successive regulation granting some addition, either to the rate allowed them or to the number admitted to the privilege of half pay.

In 1805 a complaint is made by the Admiralty of the difficulty experienced in obtaining properly qualified persons to execute the duty of master on board Her Majesty's ships, and a recommendation, which was adopted by the Privy Council, was made for an increase in the rates of full and half-pay, and in order to encourage them to greater zeal in the Service, it was provided that they should not, in consequence of their having become masters, be rendered ineligible to be promoted to the rank of lieutenant, if from meritorious conduct a case should be made out for their advancement. At that time, it was the practice to enter as masters in the Royal Navy, persons who had served in the Merchant Service, and regulations were then enforced for the examination in navigation and pilotage of such persons as applied for admission into the Navy, and an allowance of half pilotage was granted to those who were certified by their captains as being fully competent to take sole charge of the vessel entering or leaving a foreign port, with the limitation that it was only to be paid to any officer for the first three times they brought the ship in or out of the same port. The highest rate of full-pay allowed by this order of 1805 to masters was five shillings a day, and this was only to be paid to the first fifty who were competent to take charge of first and second-rate ships, the next fifty were to receive four shillings and sixpence a day, the lowest rate was three shillings, and was granted to masters below the first three hundred who could undertake the navigation of sixth-rate ships. In 1807 it was ordered that all masters should wear a naval uniform. Notwithstanding this regulation we find that in 1808 complaints were made by several masters in the Royal Navy, who had had the misfortune to become prisoners of war in France, that they were classed with, and in all respects subject to the treatment of, of foremastmen, in consequence of their not possessing the rank of commissioned officers in His Majesty's service; an Order in Council was thereupon obtained, conferring on them the rank of lieutenant, but ordering that they should take rank in the ships in which they served as warranted masters immediately after the junior lieutenants of the ship. In July, 1814, some modification was made in the examination of half-pay of masters, the examinations by the Trinity House being made, once for all, for all masters, who were required to prove their qualifications for appointment to any ship in the Service, instead of being, as formerly, under the Order in Council of August, 1805, to which we have referred, examined for each rate of ship. At the same time the number of masters entering the Service was limited to the number of ships in the Navy, exclusive of those building and not yet launched; this resolution was however, relaxed by order in Council of January, 1822.

In 1846 regulations respecting the position of retired masters were established, and it was ordered that they should take rank with, and wear the same uniform as commanders in the Navy. By the same order it was determined that the list of masters in

active service should be limited to four hundred. The time served as a master was allowed by this order to count for promotion to the rank of commander as time served as a lieutenant. The position of masters as in some sense the equals of lieutenants, or even commanders in the Navy, appears by this time to have been definitely settled, and with some regulations of minor importance, relative to full and half-pay, and pensions, matters remained in much the same state as regards the class of officers until, in 1857, the style and title of the navigating officers were altered. Masters of the fleet became staff captains; masters, and second masters, according to seniority, either staff commanders, or navigating lieutenants; and masters assistants, navigating sub-lieutenants. In 1867, too, the admission of officers from the merchant service into the navigating class was prohibited, all officers being entered as cadets and midshipmen for either branch of the service. From that time until the order issued last month, no change of importance has taken place in the position of these officers.

This brief sketch of the history of the navigating class of naval officer, proves to us that a conviction of the importance has been gradually, but only too slowly, forced upon the minds of the Admiralty, and every successive improvement in their pay and position, has been a tacit acknowledgment that they had been underrated.

The importance of the step which Mr Goschen is now taking cannot easily be overrated, and the inexorable justice of making ample provision for those officers of this class, who may have to retire as the new system is developed, we can have no doubt will impress itself upon his mind. He has never shown himself backward in doing justice to any class of officers who may have been aggrieved by innovations or reorganization, and we feel tolerably confident that no exception to the rate which has hitherto obtained at the Admiralty, since his accession to office will be allowed to interfere with the interests and advantage of the navigating officers, who may be almost regarded, as *par excellence* the scientific corps of the Navy. We fully sympathize, as we have before stated, with the new system, if it only be pushed to its logical result, of requiring all the executive officers to navigate and pilot their own ships, with the assistance of their lieutenants, or, in other words, of making navigation a *sine qua non* for all executive officers; and at the same time we desire and look forward confidently to, a proper provision for those officers who may be affected by the change.—*Broad Arrow.*

The *Army and Navy Gazette* says:—In the recent trial, the Sultan, when pitching at her heaviest and throwing the broken water over her fore-castle, split the solid water with her high bows and threw it aside. The Devastation did what she was certain to do with her low bows. In her heaviest plunges she took the solid water in clear over her stem head. The clear green seas rose half way up the jack staff on the stem head—17 good feet above the ship's line of flotation—and broke up into great heaps of foam, part of which was dashed against the fore end of the breastwork and the turret, and the remainder sent up over the turret the chart house above, and on the flying deck.