

lish force counselled caution and ventured to doubt the prudence of provoking the contest, with the true perception of a soldier Don John replied that this was not the time for council but for combat; he visited personally all the galleys exhorting the soldiers to fight bravely for their country and religion.

Both fleets were now rapidly approaching each other, the Turkish running large before the wind and the Christians laboring at the oar; as the former greatly outflanked the latter it was no wonder if cautious old soldiers hesitated before engaging a force with the advantages so largely in its favor, and no doubt the weather gauge would have decided the action in favor of the Turks if it had not changed at the critical moment—a sudden lull the sails flapped against the masts, the water became smooth and both parties were compelled to take to their oars—presently the wind shifted round and gave the Christians without manœuvring the weather gauge—the fault of the Turks seems to have been that of remaining too long at anchor.

As the Turkish fleet had advanced in the form of a crescent with both wings much extended their line was thrown into confusion by the sudden change of wind, especially as all their light and swift vessels were at the extremity of the line were unsupported and cut off from the main body by the Christian's fleet advancing in supporting divisions. It was noon before Doria was able to strike the centre of the Turkish fleet and the flag ship of the Turkish commander in chief commenced the action; but the Venetians commanded by Sebastian Venerio reserved their fire till on the point of closing and then delivered it with such deadly effect that the Turkish vessels seemed to reel from the shock, the wind carrying the smoke on their decks completed their confusion which was increased by the shock of the closing galleys which strove to bury their beaks in the quarters or broadsides of their opponents.

Don John of Austria sought out the galley of the Capitan Pasha—both met with such force as to send the beak of the latter far among the benches of the former, and a furious hand to hand encounter ensued. The action became general as the various divisions of the Christian fleet arrived to the support of those already engaged. The Turkish right was commanded by the Bey of Alexandria who made a furious attack on the Venetian squadron, but Barbarigo with the reserves of that squadron repulsed him with tremendous slaughter although his nephew Coutamine was killed and himself struck with an arrow in the eye of which wound he died on the third day after the action. Meantime the right wing was fiercely engaged. Doria who commanded the Spanish contingent was opposed by Auloudj Ali, who from a poor Neapolitan Fisherman had risen through apostacy and his daring and furious valour to the Sovereignty of

Algiers and to be the most distinguished Admiral of his day—the previous year he had succeeded in surprising a large squadron of the Knights of Malta and all but annihilated their whole naval force, so that on this occasion their antagonists numbered only six galleys: these were commanded by Peter Giustianiani, grand prior of Messina, one of an illustrious race—his own vessel, the *Capitain di Malta*, led the centre of the line but three of the other galleys were attached to Doria's division and bore the chief brunt of Auloudj Ali's attack. The *St. Stephen* being badly supported was assailed by three Turkish vessels at once and was in the utmost danger of being taken; Giustianiani bore down to her assistance and forced two of the enemies vessels to strike, the third was on the point of surrendering when Auloudj Ali brought up four other galleys and then ensued one of the most bloody combats witnessed throughout the day—every man on board the Prior's vessel was slain except himself and two knights who were all desperately wounded; the galley fell into the hands of the Turks who brought up their seven shattered vessels and towed her off in triumph.

A feeble attempt of Doria's to recapture the *Capitain di Malta* led to an episode which has been immortalised by the genius of the author of *Don Quixotte*—"Miguel de Cervantes Saavedra," who makes Captain Viedma relate his own personal adventures in the following manner:—"My misfortune was occasioned in this way: Auloudj Ali, king of Algiers, a bold and successful corsair, having boarded and taken the Capitan galley of Malta in which three knights only were left alive and those desperately wounded, the Capitan galley of John Andrea Doria came up to her relief on board of which I was with my company, and acting as my duty enjoined, I leaped into the enemy's galley expecting to be followed by my men, but the two vessels separating I was left alone among enemies too numerous for me to resist and carried off a prisoner after receiving many wounds."

The sight of the capture of the Maltese Admiral's galley inspired the remaining knights with such determination that by a furious attack they compelled Auloudj Ali to relinquish his prize and once more the banner of the "Order" floated over the *Capitani di Malta*. No less than seventy-three knights fell in this struggle.

By this time the action had become general, every vessel of both fleets including the reserve being engaged, but it raged with peculiar fury in the centre when the flag ships of the opposing Admirals were stationed, supported by those renowned seamen Sebastian Venerio and Collonna Don John of Austria had engaged the galley of Ali Pasha and in two desperate attempts to board had been beaten back with loss; the Turkish Admiral was ably supported, but a third attempt at board-

ing soon after midday was successful, and while he was endeavoring to rally his crew an arquebus shot struck him in the forehead and he fell on the gangway of his galley his head was instantly struck off by a blow from one of his own galley slaves and thrown into the sea. Victory was no longer doubtful; the Turkish flag was struck by Don John himself, while the Marquis of Santa Cruz closing in with the reserve completed their discomfiture. Rallied repeatedly by Auloudj Ali, it was four o'clock in the afternoon before the fighting was finally over, and that astute Corsair collecting the remains of his squadron amounting to forty galleys hoisted sail and escaped with those the sole representatives of the proud Turkish fleet, eighty vessels of which were sunk; fifty burned or driven ashore, while one hundred and thirty including the Admiral's galley remained in the hands of the conquerors.

Thirty thousand Turks are said to have fallen, and three thousand four hundred prisoners remained in the hands of the Christians who had the pleasure of liberating fifteen thousand captives of their co-religionists. The loss of the conquerors amounted to twelve galleys sunk and 8000 men killed. Their fleet was much shattered which with the limitation placed on the power of Don John by Philip of Spain, prevented this blow from being followed up by the capture of Constantinople; in fact so assured was the Turkish Government that this would be attempted that preparations were actually made for crossing the Hellespont into Asia.

The stupid obstancy and suspicion of Philip, gave that power the time needed to recover from the panic, such a disaster produced, and Auloudj Ali was a man of too much energy and enterprize to hesitate about taking advantage of the delay thus afforded—and when on the opening of the campaign in 1572, Don John again appeared with the Christian fleet, Auloudj Ali, now Captain Pasha, fortified the Island of Modon, in the harbor of Navraino, and set their efforts at defiance.

This action of the 7th October, 1571, terminated the Turkish power at sea, and marks the commencement of the decline of that Empire, it is reckoned as one of the decisive battles of the World, and as far as the fate of the Mahomedan apostacy was concerned, such seems to have been the case, but its effects on European affairs is not so apparent. There can be no doubt that wherever the Asiatic fanatics encountered the nations of Western Europe, their overthrow was a foregone conclusion, this had been proved by the Crusades long before the battle of Lepanto, and at the siege of Viana, more than one hundred years afterwards.

CANADIAN SECURITIES.—Another advance has taken place in Canadian securities. Advances by the *Java* show that the six per cents of 1877-84 of the old Province of Canada are quoted at 105 to 107. New Brunswick is quoted at 103 to 105, and Nova Scotia, owing to her insane repeal agitation, is down to 100 to 102.