

## TRUE LOVE.

I would that every angry shaft  
From Trouble's bitter shaft,  
Would wing its flight to pierce my heart,  
To give to thine relief.

I would that every ill and woe,  
And every caring care,  
Would force their way within my breast,  
That I for thee might bear.

I'd gentle deem the icy chill,  
Of biting frost and cold,  
The stormy tempest, Love, if thou  
Wert sheltered in the fold.

If my frail bark were tossed about,  
Of angry waves the sport,  
Calmer as on glassy lake, I'd feel,  
If thou wert safe in port.

And if thy choice of mine should pass,  
To bless another's life,  
His truest friend I'd ever be,  
Because thou wert his wife.

—[Chamber's Journal.]

## MANNING THE NAVY.

In copying last week the concluding portion of Captain Luce's address on "Manning the Navy," we did not intend to pass by the introduction, which is equally valuable, and important in its teachings. We insert it herewith, and thus complete the publication of this most valuable contribution toward the enlightenment of the service and the country, on a subject which more nearly concerns the honor and the well being of the nation, than many of those who occupy so much larger share of public thought and attention.

In a few introductory remarks the speaker of the evening said that as the generality of the naval officers read nearly the same kind of professional literature, much that he had to say might sound very familiar to those present. He disclaimed all intention to lay before them anything startling or original; on the contrary, he should go over well beaten ground and only call their particular attention to a subject so very common as seemingly to have escaped general observation.

The breaking out of the Crimean war revealed two interesting facts till then not generally known: the splendid organization and discipline of the French navy; and the low state of the English seamen. Following promptly the opening of hostilities, the French squadron put to sea in the highest state of efficiency, and large bodies of troops, and all the various munitions of war, were transported to their destination with an alacrity and order which filled with dismay their ever-watchful neighbors across the channel, while numbers of the finest line of battle ships of the English fleet swung to their anchors in helpless inactivity waiting for men. The English, relying on their ancient prestige, had been content to continue customs which the advanced state of naval science had long before rendered ineffective, while the complete re-organization of the French navy, commenced by de Joinville, and wisely continued by the late Emperor, brought the French fleet up to the state of perfection in which the war found it.

The lesson which a comparison of the two fleets forced upon England was humiliating to her pride; not, indeed, that she had any serious cause of apprehension, even had they not been allies; but there was a thoroughness and perfection about the French extending to the minor details, the majority of Englishmen were not prepared, and none were glad, to see. If the lesson was humiliation, however, it was wholesome. The question of the manning of the navy was brought before the country in a manner not to be evaded, and the speeches delivered in

Parliament at that day show with what anxiety the subject was regarded. The result was the appointment of a committee, which was instructed to examine into, and report upon, the whole subject of manning the navy. The investigation seems to have been very thorough, and the report was certainly elaborate. Among other recommendations it was stated emphatically "that the gradual organization of a permanent navy must principally depend upon a supply of trained boys;" and that "at least five large vessels should be stationed at the different ports, forming, as it were, so many marine schools." This part of the plan was adopted at once; five of the old line of battle ships were commissioned as training-ships, and the new system fully inaugurated. It was not long before the truth dawned upon the public mind that this kind of technical education for lads answered admirably well for the navy, and the number of training ships has been from time to time increased, so that now, instead of five, they have twelve large training ships and eight tenders, (mostly sailing brigs), besides four ships for gunnery practice, and nine ships and one tender for coast guard drill for the naval reserve, making thirty four vessels devoted to the purpose of naval training. This I think sufficiently accounts for the splendid body of native-born seamen which now mans the British fleet.

What answered so well for the national navy it was reasonably supposed would be advantageous to the commercial navy; so various marine societies and charitable institutions borrowed from the Government old men-of-war, which were converted into nautical schools, some for destitute boys picked up in the highways and byways of the large cities, some for reformatories, some for lads belonging to the "poor but honest" class, and who were destined to follow the sea for a living and some for a higher class who were intended to be fitted as officers of the merchant service; in all, thirteen vessels, making, with the naval training-ships, a grand total of forty seven national ships employed for educational purposes, or about as many as we generally maintain in active service to perform the duty of the whole Navy.

Further than this it may be here stated that in the Canadian Dominion and Newfoundland it is estimated that there are about \$7,000 seamen and fishermen, whom it is now proposed to drill in naval gunnery.

Mr. President and gentlemen of the association, I beg you to think, for one moment, of having half, only, of this number of trained naval gunners, allowing the estimate to be excessive, at our very doors, and contrast with it the fact stated in one of the reports of Mr. Secretary Welles, during the war of the Rebellion, and while we were straining every nerve to get seamen, that we had in the Navy 19,000 landsmen. On this statement alone we might rest our case.

In adopting the policy of raising her own seamen, England only followed what had long been the practice in France. That great minister, Colbert, instituted in his day a system which has withstood, with more or less variation, all the political vicissitudes of France for two hundred years, and it was only when his policy was neglected that the navy suffered. Thus, at the time of the Revolution, and under the first Napoleon, the navy had, through long neglect, gone down too far, in every way, to be readily raised to its proper standard. Various excuses were given for their losses at sea. The

English ships, they said, had heavier scantling, and their very thick sides resisted the penetration of shot, which the lightly built ships of France could not withstand. But every reader of naval history knows that their losses were due to a want of proper training not only of their men but their officers. Sir Charles Napier is quoted as saying, "It is a mistake to imagine that our successful actions were gained either by our having tougher ships or heavier artillery." "We were generally opposed to larger ships and heavier metal." "It was our experience at sea," he continues, "our rapid fire, and the superiority of our aim, that gave us victory." This opinion is further confirmed by a German writer, who, in an impartial review of the history of the English and French navies, notes with emphasis the fewer number of casualties in the English navy as compared with that of France. "This contrast, so favorable to England," he remarks, "has been constantly maintained, and can only be attributable to her superior artillery. Her seamen not only armed with greater precision and fired more steadily than those of the French, but they had the reputation of loading with far greater rapidity. It was remarked in 1805 that the English could fire a round with ball every minute, whereas it took the French gunners three minutes to perform the same operation." It is with pardonable pride that we may here pause for a moment to note that if the English gunnery at that day was good, the gunnery of our infant Navy was even better. As the French had said before, so the English, in their turn, repeated, "What heavy scantling!" and so we answered, "It was not the tough sides but the good gunnery that gave us the victory." And the same will prove true to-day. Victory will ever be with the best gunnery, let the sides be ever so tough.

In that day, however, both our navies were recruited much in the same way, but whereas England has completely remodelled her ancient system by bringing it up to the requirements of modern times, we have steadfastly adhered to the practice which prevailed in the early part of the century.

The French navy had been gradually deteriorating till the early part of the reign of Louis Philippe, when, owing to certain troubles in the East, Admiral Lelonde was placed in command of a small squadron and dispatched to the Levant. From that time the French navy took its rise and culminated under the late empire. In one of the most charming works in all naval literature, the Prince de Joinville tells us the whole story. It was in the school of the French Mediterranean squadron, indeed, that the prince studied and graduated, and where he imbibed those just ideas of naval administration which enabled him subsequently, as admiral of France, to adopt those measures by which the French navy attained its excellence. Admiral Lelonde, on being called to a seat in the Chamber of Deputies, was succeeded in the command of the squadron by Vice-Admiral Baron Hugon, who "exercised" the squadron of evolutions till 1842. I beg leave to call particular attention, by way of parenthesis, to the language of the historian: It is that Hugon exercised the squadron of evolutions. "Il est remplacé dans son commandement par le Vice-amiral baron Hugon, qui a exercé cette escadre dans la Méditerranée jusqu'en 1842." That squadron was, in truth—and the fact is worthy of our careful consideration—the real naval school of France, and is so to this day; just as the English Channel squadron is the real naval school of England.