THE TRUE WITNESS AND CATHOLIO CHRONIULE.

THE BRITISH VAVY IN 1878. The naval power of the Uaited Kingdom is just now invested with such peculiar interest,
that it becomes worth while to define the exlent and character of that fleet, which mas'
always constitute the main factor of England's always constitute promising that a large share
fighting strength, prent
of tee recent supplemental credit has been de of the receaval purposes, although the regular
voted to nave
appropriation for $187 \%$ axceeded $650,000,000$ At the last date covered by official reports-
Dec. 31,1875 - the British war fleet composed of 241 vessels in commission. The number of
 the most important division of the force is mentioned there were fifty eight, from which aggregate,
constructed specially for solonial defence, and
eight considered too old or too badly built to pat to sea, leaving, therefore, a net total of
fortr-seven ironclads. Without runaing trough the catalogue of names, we may say
that this list includes vessels of all dimensions, from the Inflezible, of more than 11,000 tons, fifhs of which thickness is represented by iron plates, and which carries four cannon, ench of
cighty-one tons weight, besides steam engioes cighty 800 horse porver, to the Farorite, the
smallest ironclad under the English flag, whose smallest ironclad under the tanhsh hag, whose
armor, is only four inches thick, but which in
any other navy would be a formidable craft, any other navy would me a than 3,000 tons,
laving a capacity of more engines of 1,700
of ten 9 ton guns.
Such was the state of things at the beginning
of last year. Let us now see what progross of last year. Let us now see what progross mas made dur programme put forward by Girst Lord of the Admiralty, sis ironclads were mored vessels then on the stooks were to be
brought nigh to completion. It was promised, moreover, that a new ironclad of the first class cient power tar said to be building in continent--
engines of wars,
al harbors, and, in addition, an unarmored corvette, a sloop, and two sailing vessels. In a
word, the Minister undertook that during the financial term of $1877-78$ the national ya
should add to the fleet more than 14,000 while private contractors were to build for
Goverament account almost half as much Not mithstanding its inability to completely
fuifill the above programme, the English Govcrament has added a good deal to the veritable
solidity of its naval force. Four colossal ironclads were finished oard sent to sea in $18 \pi^{7} 7$, namely, the Thunderer, the Dreadnaught, the
Alexandra, and the Temeraire. One of these,
the Thunderer, ought to have been ready for he Thunderer, ought to have been ready for Fas to make a trial trip one of its boilers es-
ploded, causing an anoount of damage which it ploded,
required six months to repair. Bosides the
two engines of 6,000 horse power which move is screw, there are on board this vessel twenty six other steum cagines, and a hydraulic niar
chine for the management of the helm, the re
volving turrets, and other parts of the apparvolving turrets, and other parts of the appar-
atus. The Thunderer is covered with plates about 14 inches thick, and carries four cannon,
each weighing 38 tons. Its mean speed is said to b : thirteen and a half knots. Liesides ar-
mored ships of the same character, the Enghlish
Admiralty has lately constructed a number of vessels not plated, and furnished with a rels
tively light armament, but designed to show esceptional fast-going qualities. Some distin guisted specialists have severcly criticised
these experiments, and the controversy on the for isctance, that the new vessels are too pow-
orful for simple cruisers and too weak to engage with ixonchads. It is certuin that one of
the finest types, the Shah, was constrained after a fer minutes to renounce the id
wich the Peravian ship Huescar.
The remarkable results obtained br the
Rass ans from torpedoes on the Danube and
in the Black sea could not fair to awaken the attention of the English Admiralty. Numerous
experiments have been made in the way of making extremely light steam vessels destine to lodge torpedoes under the flank of armored
ships, or to launch that species of explosive
provided with meaus of automatic movement provided with meaus of automatic movement.
Essential conditions to the efficiency of sube
craft are unusual speed and a peculiar facility of erolution. After numerous tests, the English
ship-wrights have fixed upon a model eighty-ship- Wrights have fixed upon a model eighty-
four feet in legith, and only eleven feet wide. So far but a single exnumple of the type has bee
coupleted, but this with its poworful cogine
has attained a speed of nineteen and a hald has attained a speed of nineteen and $\pi$ half
knots. It is reported, morcover, that fiteen
others are now on the stocks, and that the builders have guaranteed a minimum speed o
twenty-fire knots. And here we may neatio vessels, and demonstruted by recent experiment namely, that where their hulls are pierced
below the water line, very little water penetrates provided the speed be as high as ten knots, and
almost none if it exceed eighteen. We may add that the Admiralty have lately undertaken
the construction of a submarine vessel intended to fix torpedoes under the keel of hostile ships progress in $18 \% 7$. Hitherto, England has con tented herself with the Armstrong guns
eighty tons, which are regalarly adopte eighty tons, which are regalarly adopted
for the armament of her. ironclads. Up
to the present time. Italy alone ha furnislied some of her armored ships with 100 ton cannon. We understand, however, that
the famons English engineer is now construct ing for Govornment account a cannon of 150
tons.

## bewitchivg beauty in fubs and sxow



| WHO ARE THE HOME RULERS? the mish movement ghowing in parlia. | THE FUTURE OF THE CIRCASSIANS. REMARS on their history ano habits. | THE POLITICAL PRISONERS the tulamore board of guardians. |
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| will brieth dessitu few of them. The which- |  | tio |
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| is, we beliere, a justiee of the Peace, Deppty |  | ${ }_{\text {ata }}^{\text {adr }}$ |
| tner's side he is grandson if the Amerrican Admiral |  |  |
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WILD MEN.










CONFESSION IN THE CHURCH OF ENGLAND.

Upon the above subject (Which is nt once grimily
udicious and most appsliningly protanu), the mem. orial addreased lately to her najesty caunot fait to

 our memorialista, as giucerely attuched to the Na-
ional Church of theif fatherr, view with doen alamm
efforts now openly malts by a considerable umber of the clergy to introd ice into the Chaurh
of England the tenching and practice of auricalar
onfession, which they regard as coutrary to confession, which they regard as coutrary to the
Leacting of the word of ood aliten to the doctrine,
princlples and order of the Church, fruyglit with pellt o its exisitance on an esthalishlhmenteg , aud subu-
sergive of the principles of morality, nocinl order,

 orepress the practice of auriculur confosion which
is so repuganat to the conscience and felinge of
his Protestant country.


 after aill, what are these in comparison withit tho in-
Leresting Hindoo, who has in this most puthlic and
pirited mannur signifed dis intention of going in-

Whatever we may think of the Protestantlsm of
this kentlemon, there can bo lut one opinion as to

 from them upon this point.
Of coorrace the kheer absirdity of disturbing the
quiet life at Balmoral or Windsor, by any question




 of God enters into such thinge.
We are really afraid that her majgsty will not
feel.at libery to help her momorasiliste out of their
spiritual dificiculty, pad we more than half suspect that ghe will be tempted to induigo in a hearty
lagg at the inocent blunder into which they have
fallen.

MR. ODONNELL, M.P., AND TEE NEW IN-
SPECTOR OF FISHERIES. SPECTOR OF FISHERIES.
In the Honge of Commons on Tuesday night,
Mr. O'Donnell gave notice that on going int
 return to the mor
ment of reland.

