

first mates, when upon a special examination they are eligible for petty officers. In this capacity they may be boatswains, gunners, and navigators (*steuermann*), the latter degree being attainable only after serving a year either as boatswain or gunner, and a winter's additional study in the school at Kiel. A year's service in either of these situations, as boatswain or gunner, or *steuermann*, enables a man to claim the important addition of "First" to his title, when he has reached the highest round of the ladder. There are, however, a few profitable posts reserved for persons of higher merit, such as corporal to one of the various "sailors' division," assistant wharf inspector, &c.

Well paid as the petty officers generally are, seamen who have experienced the freedom of the merchant service are rarely induced to stay voluntarily in the navy. To form a permanent staff of petty officers, Government have had recourse to the training-ship system, as practised in England. Healthy boys, between fifteen and seventeen, sharp of sight and quick of ear, with the ordinary elementary school education, are accepted as pupils. After a three years' preliminary service, they take the oath, become sailors, and are obliged to serve nine years more, either as sailors or petty officers, according to the pleasure of their superiors. The first summer is spent on board the brig *Roter Mosquito*, or *Cadine*—the first winter at school on land. In the second summer the boys go for an eighteen months' voyage to the West Indies, North or Central America, or the Canary Islands. In the third year they complete their education by gunnery practice on board the *Renon* at Wilhelmshaven. Boys who distinguish themselves may be appointed "Boys' mates," in which post they receive sailors' pay.

Besides the sailors there are the "Wharf Divisions," consisting of operatives and engineers. The operatives are chiefly carpenters, ropemakers, nailmakers, gunmakers, smiths, tailors, shoemakers, &c. All these, being required to work at their several trades, receive but a scanty nautical education, although, as a rule, they are initiated into some of the duties of the Service on board ship. The number of these men in the navy hardly satisfies the requirements of the service, none but the best workmen being taken on, and the Army asserting a prior claim.

The engineers are either men who have served as such on board merchant steamers, or who choose the navy as a profession. They are required to pass a stiff examination, are very well paid, and form a superior body of men. The examination may be passed immediately on entering the Service, or in a couple of years' time. Three and a half years after passing, the engineer, who has till then been called engineer's mate, may be admitted to the School of Engineers, where a half year's course is necessary, and then he is subjected to another examination, and if successful becomes engineer. Continued service, at the end of which another examination has to be gone through, makes him first engineer. But there is a rise above this. As engineer and first engineer he is a petty officer; as "machine engineer," the next grade attainable, he may become a commissioned officer, ranking as "second lieutenant at sea." To qualify himself for this step he must have obtained the "first note" in passing his examination as first engineer, must have passed another examination afterwards, and be a gentleman in culture and bearing. Supposing these requirements to be fulfilled,

the Admiralty may nominate him "machine engineer," his final admission depending upon his election as an officer by the members of the corps. There are two more grades above this, respectively called "first machine engineer" and "upper machine engineer," corresponding to higher commissions in the navy.

When the Prussian Navy was established twenty-five years ago, German merchant captains, with English, Swedish, and Dutch officers, formed the staff of the new fleet. Of them none are now to be found, all having either died or been pensioned, while even the doughty skippers, who constituted the native element of the force, have nearly all retired through the influx of properly-trained and more polished successors. At present the German naval officer certainly is all that an interminable round of stiff examinations can make him.

Up to 1866, only Prussians were naval officers. Since then, all other parts of Northern, Central, and Southern Germany have contributed their quota to the corps, which the symbol and result of unity, has thus become a representative feature of the new time. Promotion being quick, thanks to the rapid increase of the ships, the navy, which was not at first feared for, is now very popular, and attracts scions of the best families. Indeed, it is nearly as much in vogue as infantry and artillery, though it cannot, of course, presume to compete with a crack cavalry troop.

A young aspirant to naval honours applies to the Admiralty in August or September. If provided with a grammar-school certificate entitling him to go to college, he may be as old as nineteen; if he has no certificate of any kind, and upon special examination proves to have less knowledge than is required in the second form, he is rejected. The second form means Livy, Xenophon's *Anabasis*, Virgil, and *Planimetry*. Admission is likewise refused to all who are not perfectly healthy, or whose sight is weak.

The accepted neophyte is called cadet. Having joined the school in April, he forthwith goes on board the *Niobe*, and after a prolonged cruise in the Atlantic or Mediterranean, returns to Kiel in September. Only such as in this trial trip show they possess the necessary qualifications for a sea-faring life are admitted to the school and take the oath. The April following brings the first technical examination in nautical and military science, mathematics, drawing, natural philosophy, and the English and French languages. Special stress is laid upon a proper acquaintance with navigation, tactics, and surveying. The examination passed, the cadet is promoted to the rank of "sea cadet," and henceforth has a place and distinct position in the Service.

Towards the end of April the sea cadet goes again on board ship for a two years' trip to the East Indies, China or Japan. Should there be no opportunity of sending him thither, he joins one of the cruising squadrons until he can be despatched on a more distant voyage. Under any circumstances, two years must be spent at sea before the sea cadet can go up for the next examination. This time nautical science, nautical tactics, and a fair knowledge of steam-engines and nautical architecture, together with the English and French languages, are the main subjects required. This ordeal creditably passed through, the officers of the naval station to which the cadet belongs have to give their vote as to his eligibility. If they agree—which is almost invariably the case, none but gentlemen of

unspotted reputation having got so far—the sea cadet is appointed "second lieutenant at sea," and commissioned as soon as a vacancy occurs. Half a year's more study at the school, followed, of course, by another examination, qualifies him to be made "first lieutenant at sea," provided he has been five years afloat. There seems to be a way of combining the second and first lieutenant's examination, in the case of persons plucked in the first essay, and of others who may have been on a voyage when they ought to have presented themselves. Further promotion is regulated by seniority, and is awarded as the Service requires. As in the army, so in the navy, a man may be passed over, in which case he is expected to resign, and receives a pension.

Young men who have been three years at sea on board merchant ships may likewise enter the cadet school, after undergoing the usual preliminary examination. When sea cadets, they receive special training on board artillery ship, after which they may be at once admitted to the second lieutenant's examination.

In addition to the naval officers in active employ, there are the officers of the Naval Reserve and the Seewehr. The reserve officers are taken from the officers leaving active service, as also from those sea cadets whose examination for the rank of lieutenant has only resulted in a reserve officer's certificate. A third element in the corps are the Volunteers, who, after acquitting them of their year's service in the navy, have passed the reserve officer's examination. Reserve officers are not salaried, unless receiving pensions as retired officers. Before obtaining their patent, they must be in the receipt of a respectable income, and hold a position in society. No clerk or tradesman could be a reserve officer, whatever his income; no merchant would be tolerated in the corps if his reputation was not the highest.

The Seewehr relies upon senior members of the Reserve for its officers. Volunteers appointed Reserve officers at the end of their year's service after a four years' stay in the Reserve, become Seewehr officers in which capacity they have to spend five years more. Unless retired officers, the Seewehr officers receive no salary. Their duties are in every respect those of the Reserve officers, only that they are less frequently called out, and, indeed, hardly do any active service except in war. I need hardly remark that the Reserve and Seewehr officers are required to assist in command of the Reserve and Seewehr sailors—that is, sailors respectively in the second and third periods of their obligatory service—when called out in time of war.

*Le Temps* says according to private information from London, England adheres to the Austrian note on the following condition:—Maintenance of the integrity of the Ottoman Empire; recognition of the Sultan's independence; the submission of the proposed reforms to the Sultan as simple observations and friendly counsels; each power presenting the note separately, and pressure to be exercised on the insurgent and on Serbia and Montenegro as soon as the Sultan shows readiness to adopt the reforms. Austria with the assent and in the name and interest of the Sultan, might be asked to assist in quelling the insurrection if the Turkish forces are insufficient.

The Alfonsists have thrown provisions at Oyarzun, in the face of a heavy fire from Carlist batteries.