

and to the extent and disposition of the spars and canvas. As sailing vessels the *Wampunag* class have been utterly inefficient. In addition, the ships were so cramped and crowded with boilers and bunkers that it was difficult, if not impossible, to berth the officers and men properly, and to carry an adequate supply of provisions and stores. Still further, their batteries were so insignificant as to be wholly unworthy of ships of 4000 tons. The English Navy has ships nearly as fast as the *Wampunag* class for practical sea service, which yet possess more than double their battery power, besides being full rigged ships and superb under canvas. Such ships could cruise over the world without ever lighting a fire in their furnaces. Moreover, of the five ships of this class only two are properly constructed of serviceable materials. The ill seasoned material and very imperfect fastenings of the other three make it impossible to do much with them. They never have been to sea, and probably will never go under any circumstances."

This is severe criticism, and its severity is greater because it is American. It is certain, however, that through a want of proper supervision the United States has lost the lead in the construction of this powerful and valuable class of vessels, and we have, unintentionally, taken it. The trials of the *Shah* when her machinery is ready, and she is completely fitted, will be watched with interest, for it is confidently expected that she will outstrip the other vessels of her own class and will attain a speed of, perhaps, eighteen knots an hour. In her construction great care has been taken to gain every possible advantage which might tend to increase her speed, whether in the disposition of her battery or in her actual form. At present she is a vessel of which the country may be proud, and if she satisfies the expectations of those who have designed and built her she will be one of the most useful and powerful vessels in the Royal Navy.

The following is the leading article of the United States *Army and Navy Journal* of the 20th September, and shows that the British Government are providing for possible eventualities as far as foreign assistance is concerned.

It is evident enough that in the event of any difficulties with Russia, Turkey would be an ally of considerable power at sea as well as ashore. Turks, ably handled, repeatedly defeated Russian soldiers during the Crimean War, and if another contest arises, they will be better organized in every respect; and as the navy is officered by men trained in the British service, so the army would not be without its quota.

If, therefore, England has to combat Europe single handed, there is at least the comfort that she will have in the Turk a faithful as well as an efficient ally:

"Pending the settlement of matters in Central Asia, considerable anxiety is evinced in England as to the enumeration of the forces and allies upon which, should the war come to the worst, she may rely. Of her old Crimean confederates, Turkey alone remains; but that famous struggle for her support, which at one time threatened with collapse the most powerful nations, has served to completely revivify the "sick

man." As everything in Japan is French, so in Turkey all things are English. The British Government has recently sent an officer, Major Strickland, to inquire into and report upon the military strength of the Ottoman Empire, and the major was greatly impressed with all he saw, reporting the Sultan's army 600,000 strong, and armed with the Snider breech loading rifle. The ironclad fleet of Turkey consists at the present time of seventeen vessels, which remain in commission all the year round, except when under repair. No system of reserves has yet been adopted. They pass the winter anchored off the Golden Horn arsenal, and during the summer months lie in two lines off the Dalambago palace and Actar-chivni mosque—the smaller vessels close to the European shore, the remainder further out. It is during the winter that the repairs generally take place, and for this purpose the vessels enter successively the three grand basins belonging to the arsenal. These works have been constructed slowly and with great care, so that they are likely to last for a considerable period, and would be of great use to a fleet operating in the Black Sea, as being able to receive all such vessels as were unable from injury to proceed to Malta. The sailors are nearly all Mussulmans, only a very small contingent being drawn from the Greeks; the mercantile marine. The men are enlisted for eight years, and are drilled in a school ship before embarking. At Constantinople there exists a three decker for the first instruction of marines, and at Smud two gunnery frigates, the method of instruction on board of which is in almost every respect similar to that of the *Excellent*, of Portsmouth. At Halki, is the school for midshipmen, under the direction of Hobart Pasha, supported by numerous retired officers of the English navy. Generally speaking, the entire organization of the navy is copied from that of England, adapted of course to the altered requirements of Oriental manners. It is very rare that a captain has not spent some years on British ships for instruction, and English is the language spoken by the officers in preference to all others.

A great deal of careful consideration has prompted the construction of the five separate lines into which the navy has been divided. The four vessels of the *Azizick* class, each of 900 horse power, armed with one 300 pounder, and fifteen 150 pounders, were built in England by Napier & Son. They are constructed entirely of iron, length, 225 feet; breadth, 24; draught of water about 19 feet. They are armoured all over (except the upper works of course) with plates of a maximum thickness of about 6½ inches. Their armament consists entirely of muzzle loading Armstrong guns, mounted on the Armstrong carriage, at broadside ports on the main deck, except two pivots on the upper deck and the 300 pounder forward. For boat guns there are two Gatlings, but the small arms of the crew are as yet all old Enfields. The horse power is of course nominal, the true speed attained being 12½ knots; for this the six boilers require four tons of coal each hour, and at this rate these vessels can steam for six days 6 hours, or 2,160 miles. The screws have the rather unusual number of four blades. The hulls are divided and subdivided into numerous watertight compartments. During the Crete war these vessels were exposed to some very rough weather, and proved themselves in every respect seaworthy cruisers. Like many other ironclads their great defect lies in the stern, where the rudder is entirely exposed.

The *Athar Tevrik*, which was built in Legno, is another iron built ship of 190 feet long, plated all over with 6 8 inch iron. She carries ten of her guns on the broadside, and two in a fixed turret on the upper deck; but as these two guns are mounted *en barbette*, there is every possibility of their not being used in action. Her speed is 12 knots an hour. The *Neghim Shesket* class are three vessels plated along the water line only, and over the central batteries the 150 pounders are carried, the 250 pounders being mounted in the objectionable fixed turrets, forward. Speed, ten knots; armor, eight inches. (No. 11 was built at Trieste, and has an extra one half plating).

The *Fethi Bulend* is the finest ship in the Ottoman Navy. She was built in England at the Thames iron works dock yard, after designs by E. G. Reed, Esq., late chief constructor of the Royal navy. Her armor extends along the water line and around a central octagonal battery, which permits of an uninterrupted, all round fire. Her armor is nine inches in thickness. The *Minn Zather* and *Arnu Allah* are slightly inferior repetitions of the above, running ten knots. The former has two screws, the latter only one.

There are also two monitors, built in France during the late war, and four floating batteries—two on the Danube and two at Scutari. It strikes European observers as strange that a country like Turkey, with, comparatively speaking, no commerce, should possess so fine a fleet of modern war ships, while the United States, second to England, the first commercial nation of the earth, should be unable to show a single ironclad in European waters."

We republish from the *Broad Arrow* of 6th Sept. a couple of articles to which we would earnestly direct the attention of our readers. The first is entitled "Autumn Camps," and is a regular Jeremiah on the part of our contemporary on the failure of the late Autumn Campaign in England, and an uncalled for attempt to shield his friends the Whig Radicals, at the expense of the British Army.

There can be nothing more patent than the fact that the site of the manoeuvres was chosen at the instance of the War Office, over which Mr. CARDWELL presides, and that its selection was the result of a political dodge—that the *break down*, for such it was did not occur through the agency of *bog* or *fog* as *Broad Arrow* tried to make it appear, but through the utter unsoundness and worthlessness of the system on which the scheme of army reorganization has been founded, and that all such attempts to direct public attention from the true state of the case is both dangerous and unpatriotic; because it is evident that the management which cannot carry an army through peace manoeuvres will assuredly break down disastrously in action, and thus the interests of the Empire, and its very existence will be jeopardized for the sake of securing a lease of power for a few weeks longer to a destructive political faction.

The second article is as it were a supplement to the first—the creation of *Navigatory Lieutenants*, were a device of Mr. CHILDERS to