

and has, besides its little lakes and harbours for loungers, its beautiful scenery, which would well repay a visit. It was unfortunate, but unavoidable, that the arrangements to have the band there on the last day of the match were not carried out, but as the officers and men of B Battery had themselves hurried to be withdrawn, their presence being required at the Citadel, the absence of the band will be understood.

We notice with pleasure that the old friends of the "Stadacona," with commendable perseverance, come again and again to its rescue, His Excellency the Lieutenant-Governor heading the list of subscribers—hence the Lieutenant-Governor's match, the Hamilton match, &c. We are informed that the prizes were more evenly distributed this year, and that \$535 were given in money prizes, besides some useful articles. We may mention that Qr.-Master Thomas, Ensign Johnston and Corporal Eden, of the Canadian Wimbledon Team, were amongst the competitors, who numbered 51 in all.

We have quite recently given the readers of the *VOLUNTEER REVIEW* a complete list of the vessels comprising the British Navy as it existed in April last.

We now furnish them with a list of the Navy of the United States for which we are indebted to the *Army and Navy Journal* (U.S.) as it existed in July last.

"The U. S. Navy, according to the July 1, 1872, Register, is composed of 1,676 officers on the active list, and 199 cadet midshipmen and engineers, as follows: 1 admiral, 1 vice-admiral, 12 rear admirals, 25 commodores, 51 captains, 90 commanders, 155 lieutenant commanders, 210 lieutenants, 100 masters, 30 ensigns, 137 midshipmen, 15 medical directors with relative rank of captain, 15 medical inspectors with relative rank of commander, 50 surgeons with relative rank of lieutenant commander, 25 past assistant surgeons with relative rank of lieutenant, 52 assistant surgeons with relative rank of master, 13 pay directors with relative rank of captain, 13 pay inspectors with relative rank of commander, 51 paymasters with relative rank of lieutenant commander, 33 past assistant paymasters with relative rank of lieutenant, 29 assistant paymasters with relative rank of master, 10 chief engineers with relative rank of captain, 15 chief engineers with relative rank of commander, 37 chief engineers with relative rank of lieutenant commander, 97 first assistant engineers with relative rank of lieutenant, 80 second assistant engineers with relative rank of master, 4 chaplains with relative rank of captain, 7 chaplains with relative rank of commander, 7 that of lieutenant commander, 4 chaplains, 3 professors of mathematics with the relative rank of captain, 4 with that of commander, 1 that of lieutenant commander, 2 secretaries with relative rank of lieutenant, 1 naval constructor with relative rank of commodore, 1 that of captain, 3 that of commander, 3 that of lieutenant, 7 assistant naval constructors that of lieutenant, 7 civil engineers, 53 boatswains, 61 gunners, 35 carpenters, 39 sail makers, 80 mates, 184 cadet midshipmen, 15 cadet engineers.

The retired and reserved list numbers 243 and the marine corps retired list 11, and the active list 93 as follows: 1 brigadier general commandant, 5 general staff, 1 colonel, 2 lieutenant colonels, 4 majors, 20 captains, 30 first lieutenants, 30 second lieutenants. The volunteer officers numbers 15, as follows: 1 acting master, 1 acting ensign, 2 acting past assistant surgeons, 11 acting assistant

surgeons. The number of seamen and petty officers is about 7,000. The number of vessels is 178 of all rates and classes, 99 being men of war of various sizes, 51 iron clads, and 28 tugs, hulks, etc. There are at present 54 vessels in commission. The 51 ironclads are, with but few exceptions, laid up in ordinary in several Navy Yards. Four are on the stocks unfinished. Most of them were built during the war when well seasoned wood was so scarce that white oak and other soft woods had to be used in their construction. Of the men of war 7 are yet on the stocks unfinished, 11 are repairing at different yards, 28 are laid up in ordinary, 4 are on duty as school ships at the Naval Academy, and 7 are used as receiving ships at the various Navy yards. The others are used as store ships and are on special service, the *Yantic* is outfitting at Norfolk, the *Omaha* and *Richmond* at Philadelphia, and the *Hartford* at Brooklyn. The following is a complete list of the men of war of all rates, and their stations:

FIRST RATES.		
Name.	Guns	Station.
Colorado	45	Flag-s'p As. Fleet Yokohama, July 1.
Wabash	45	Flag-s'p Euro'n Fl. Southton, July 31.
SECOND RATES.		
California	21	Flag-s'p Pac.Fl., Panam, July 6.
Lancaster	22	Flag-s'p S. Atlantic, Fl ^a Rio June 18.
Brooklyn	20	European Fleet, Southampton, July 31.
Pensacola	22	Pacific Fleet, Callao, June 27.
Congress	16	European Fleet, Southampton, July 31.
Worcester	15	N. At. Fl., Hampton Roads.
Powhatan	7	Portland, Me.
Saranac	11	Pacific Fleet, Panama, July 5.
Alaska	12	Asiatic Fleet, Shanghai, June 2.
Benicia	12	San Francisco.
Plymouth	12	European Fleet, Southampton, July 31.
Lackawanna	10	Sailed for Japan, June 22.
Ticonderoga	11	S. Atlantic Fleet, Southampton, June 18.
Cananigua	10	N. Atlantic Fleet, Key West, July 28.
Shenandoah	11	European Fleet, Southampton, July 31.
Omaha	12	Philadelphia, fitting out.
Richmond	14	Philadelphia, fitting out.
Hartford	18	New York, fitting out.
THIRD RATES.		
Ossipee	8	Left Payta June 6 for Boston.
Iroquois	6	En-route for Asiatic Fleet.
Wachusett	6	European Fleet, Southampton, July 31.
Wyoming	6	N. At. Fl., Aspinwall, July 20.
Tuscarora	6	Sailed June 22 for Pacific.
Narragansett	5	Pacific Fl., Honolulu, June 23.
Resaca	7	Pacific Fleet, cruising S. Sea Islands.
Ashuelot	6	Asiatic Fleet, surveying inland sea.
Monocacy	6	Chee Foo, June 4.
Kansas	3	Special Service. At Key West, July 27.
Nipsic	3	North Atlantic Fleet, Samana Bay, July 28.
Saco	3	Asiatic Fleet, Shanghai, June 4.
Shawmut	3	At Key West.
Yantic	3	Fitting at Norfolk.
Michigan	18	On the Lakes. Detroit, July 27.
FOURTH RATES.		
Frolic	18	Vice-Admiral's Flag-ship, New York.
Wasp	1	South Atlantic Fleet, Montevideo, June 26.

Palos	16	Asiatic Fleet, Ningpo, June 4.
Tallapoosa		Special Navy-yard service.
IRON-CLADS.		
THIRD RATE.		
Terror	4	North Atlantic Fleet, Key West, July 6.
FOURTH RATE.		
Canonicus	2	North Atlantic Fleet, Norfolk, Va.
WOODEN SAILING VESSELS.		
SECOND RATES.		
New Hampshire	15	Receiving-ship, Norfolk, Va.
Ohio	5	Receiving-ship, Boston, Mass.
Vermont	16	Receiving-ship, Brooklyn, New York.
THIRD RATES.		
Constellation	10	Practice ship, New London, Ct.
Independence	22	Receiving-ship, Mare Island, California.
Idaho	7	Store-ship, Yokohama.
Santee	49	Gunnery-ship, Naval Academy.
Portsmouth	15	Sailed from Rio for New York, July 29.
St. Mary's	16	Pacific Fleet. Probably at Honolulu.
Sabine	36	Receiving-s'p, Portsmouth, N.H.
Dale	8	Practice-ship, Naval Academy
Pawnee	12	Store-ship, Pensacola.
FOURTH RATES.		
Onward	3	Store, Callao, Peru.
Supply	6	Sailed from Rio for New York, July 10.
America	—	Naval Academy.
† Howitzers.		
The whole number of Popes from St. Peter to Pío Nono, is two hundred and fifty seven. Of these, eighty two are venerated as saints, thirty three having been martyred; one hundred and four have been Roman, and one hundred and three natives of other parts of Italy; fifteen of France; nine Greeks; seven Germans; five Asiatics; three Africans; three Spaniards; two Dalmatians; one Hebrew; one Tracian; one Hollander; one Portuguese; one Candiot and one Englishman. The name most commonly borne has been John; the twenty-third and last was a Neapolitan, raised to the office in 1410. Nine pontiffs have reigned less than a month, 30 less than a year, and eleven more than twenty years; only five over twenty-three years.		
The difficulties hitherto experienced in measuring the speed of ships by any devices thus far produced, are said to be overcome very satisfactorily by the ingenious instrument called the rhysimeter. The indicator which resembles a barometer in size and appearance, is located in the captain's cabin, a column of mercury showing constantly by its variation the speed which the vessel is making. Its accuracy is said to be perfect, there being no appreciable interference by friction or otherwise; and, as the machine is self registering, it may be made to keep a complete record of the ship throughout the voyage. The log, and all substitutes for it heretofore employed, have been found untrustworthy, especially in changeable weather or under a heavy sea.		