

SWEET IMPATIENCE.

BY MATTHEW ARNOLD.

The sun light glimmers dull and gray
Upon my wall to-day;
This summer is too long;
The hot days go
Weary and slow
As if Time's reckoning were prever- and wrong;
But when the flowers
Have faded, and their bloom has passed away,
Then shall my song
Be all of happier hours:
And more than one fond heart small than be- gis
But song can never tell
How much I long to hear
One voice, that like the echo of a silver bell
Unconscious, low and clear
Falls, as a foretime angel voices fell
On St. Cecilia's ear;
And it would come again
And I shall hear it, when
The dawning summer bee forgets his song,
And frosty Autumn crumms his hill and dill;
I shall not murmur then
"The summer is too long!"

The trolised grapes shall purple be,
And all
The forest aisles re-echo merrily
The brown quail's call
And glossy chestnuts fall
In pattering plenty from the leafless tree
When Autumn winds blow strong;
Then shall I see
Her worshipped face once more, and in it see
shine
I shall cease to sigh:—
"This summer is too long!"

Meanwhile I wonder up and down
The noisly town,
Alone;
I miss the litho form from my side,
The kind, caressing tone,
The gentle eyes
In whose soft depths so much of loving lies,
And lonely in the throng,—
Each jostling bustling, grasping for his own,—
The weary words arise:—
"This summer is too long!"

Haste, happy hours—
Fade tardy, lingering flowers!
Your fragrance has departed long ago;
I yearn for cold winds, whistling through the
ruined bowers
● For winter's snow,
If with them, shio
May come to teach my heart a cherrier song,
And lovingly
Make me forget all weariness and severance and
wrong,
Whispering close and low,
"Here are we still together, Love, although
The summer was so long."

OUR DECREPIT NAVY.

During the debate in the House, on the 9th, on the Naval Appropriation bill, Mr. Archer, one of the Democratic members of the Naval Committee, made a striking speech upon the present condition of the Navy, in which he told some startling truths. We give full extracts from his remark:

MR. CHAIRMAN: No greater mistake on the cry of economy can be made than the reduction of the Navy. The true economy of this country is to keep up a fair, strong Navy, in order that war may be averted, and not be economical until war comes and then go into wild extravagance, which always follows in a state of war. The true economy of a government is to keep a strong Navy. We have the naval officers, and we should keep our naval vessels and sustain the Navy Department.

For years past the friends of the Navy have been doing their utmost to keep its head above water, with varied success. Now and then a liberal spasm seems to animate Congress but the effect is only momentary; an economical reaction ensues, and the Navy sinks back to its ancient inefficiency as regards material of war, until we are finally caught napping at the critical moment when we should be prepared to defend the honor of our flag.

No civilized people know so little about a Navy and what it requires as those of the United States. It is a separate profession, only understood by those who have been educated in all its details and who comprehend its necessity for the protection of our citizens and commerce.

The recent troubles with Spain have turned public attention to the necessity of placing our Navy in a condition not only to defend our shores, but, if necessary, to carry the war into an enemy's country.

In time of peace most of those who are not personally interested in keeping up a naval establishment are clamoring for retrenchment and the cutting down of appropriations to such a figure that it would be impossible for any Secretary of the Navy to keep our squadrons up to the standard of the most inferior powers. As soon, however, as there is a prospect of war, the noisiest opponents of naval expenditures are the first to cry out, "Where is the Navy upon which the nation must depend when its flag is insulted, its ships captured upon the high seas, and its citizens butchered?"

Mr. Archer gave a classified list of the vessels of the Navy, and proceeded:

The *Colorado*, *Wabash*, *Minnesota*, and *Franklin* cost \$3,795,000. The first named were built eighteen years ago, and the *Franklin* was launched ten years ago. They were built with auxiliary steam power and their average speed under steam is not over seven knots.

The *Niagara* was pulled to piece, for repairs, work suspended on her, and the vessel has so deteriorated that she cannot be rebuilt.

Of the thirty-one second rates, five have never been launched, but have rotted on the stocks. The *Nevada* and *California* were condemned, having been constructed of green timber.

In 1869 a board of naval officers was ordered to examine into the condition of the vessels of the Navy, and their report was laid before Congress. The board stated that the *Florida*, *Iowa*, and *Tennessee* were worthless for war purposes; that the *Stern*, *Congress*, *Worcester*, *Benicia*, *Alaska*, *Omaha*, and *Plymouth* are white oak vessels, and not to be classed as ships-of-war, although some of them have represented the country abroad. The aggregate cost of the above vessels was \$11,245,000, and they are characterized by the board as the offspring of irretrievable blunders.

The *Delaware* and *Illinois* are decayed: on them over \$2,000,000 were expended.

The *Susquehanna* is eighteen years old, and has gone to the scrap-heap. The *Powhatan* and *Saranac* sidewheel steamers, are twenty five years old, and although in service for want of better vessels, have outlived their natural term of existence. The five ships of the *Lancaster* class, with the four old frigates, are the only vessels in the service deserving the title of ships-of-war, and even they are not at all suited to go into battle with more modern vessels or resist the improved ordnance at present in use. The *Lackawanna* class, carrying, ten guns, has been somewhat improved, but still possess so many defects as to be very objectionable ships-of-war. They are slow under sail and under steam, and have no room for provisions or coal.

Of the twenty-three third rates the *Junata* and *Ossipee* can neither sail nor steam fast, and are dangerous at sea. In a recent gale the *Ossipee* lost all her boats.

The *Quinnebaug*, *Swatara*, and *Galea* have all gone to decay, but, like the *Phoenix*, are rising from their beds with new live oak

frames. What they will be remains to be seen a year hence.

The *Mohican*, *Iroquois*, *Kearsarge*, *Wachusett*, *Tuscarora*, and *Wymoming* are a fair class of vessels, but too small to cope with ships of any size. They steam and sail well, however, and would do irreparable damage to an enemy's commerce. The Navy is much in need of such vessels with modern improvements.

The *Mohican*, is rotten, the *Nantasket* in like condition, and *Narragansett* is so slow she can scarcely keep out of her own way. Thus, out of these thirty-one vessels, only five are fit for service.

In the East Indies we have two old "double-enders," the *Monoway* and *Ashuelot*. These cruise in the rivers of China, and are too unseaworthy to be sent home. Everybody conversant with naval matters is aware of the utter worthlessness of this class of vessels, and in what a spirit of stupidity they were conceived. It is only strange they have not long ago proved collins for all on board of them, yet these offsprings of our late war are classed among the ships upon which the country must depend in case of hostilities. Even the Chinese laugh at them as inferior to their junks.

The *Nyack*, *Shawmut*, *Kansas*, *Nipsic*, *Saco*, and *Yantic* are small 3 gun vessels, whose best point is their imposing appearance since being rigged as full ships. Such vessels may delude the Chinese, but cannot deceive those accustomed to ships of war. The *Nyack* is in Rotten Row, in Canton, where all the rest of her class will go in the course of two years, at the end of which time they will be literally worn out.

RECAPITULATION OF STEAMERS.

On the stocks, work suspended, and decayed.....	16
Worthless.....	2
Under reconstruction, which will require six month.....	2
Number not to be classed as ships of war.....	5
Total number of steamers not available.....	25

Leaving a remainder of thirty-eight available vessels, including the ten ships reported by the board of naval officers "worthless as ships of war."

Of the sailing vessels, the *New Orleans*, at Sackett's Harbor, and *Virginia*, at the Boston Navy-yard, have been on the stocks since 1818, and are both rotten. Six are receiving ships, and are mostly decayed, their decks in some cases not permitting the exercise of guns, and the spars and rigging in such condition that the men cannot be sent aloft to exercise sails. Most of these vessels have attained the usual age at which an admiral in the Navy is retired, and were formally put down in the register as mounting 74 guns each.

The average age of our sailing ships, leaving out the *Idaho* and fourth rates, is thirty seven years.

The *Constitution* was built in 1797, and is all in pieces, to be pitched up for the centennial celebration. The *Independence*, at Mare Island is fifty nine years old, is decayed, and is used as a receiving ship. The *Vandalia* and *Marion*, built in 1828, and 1829, are being converted into screw steamers, and will not be ready for sea under six months, and even then will be but a small addition to our naval force. These vessels are now on the register as carrying twelve guns—a system of estimating batteries that has existed since 1818, but which affords no clue to the actual force of our ships.