EUROPE

ENGLAND.

The Financial Condition of the Kingdom.

LONDON, April 3, 1869.

On Thursday of next week the Chancellor of the Exchequer will lay before the House of Commons his history of the financial condition of the country for the fiscal year ending on the 31st of last month, and his budget for the year to come. The retrospect will not be altogether a pleasant one for the taxpayers of the country, since the revenue for the past twelve months has fallen over half a million pounds below the moderate estimates of Mr. Hunt, the immediate predecessor of the present Chancellor, while the expenditure has been increased nearly a million and a half over the estimates. The falling off has been in customs, revenues, stamps and taxes, and the increase has been occasioned by the settling up for the Abyssinia war. The sum of £3,000,000 granted to Mr. Hunt and by him supposed to be sufficient to square the account has been found altogether inadequate; and a month ago another £3,600,000 was appropriated to the same object. Of this last sum £2,000,000 have been expended in 1868-9, making the outlay for Abyssinia last year £5,000,000 and carrying over £1,600,000 to the present year. It is rumored that a yet further appropriation will have to be made before the country gets wholly clear of the liabilities it has incurred for the luxury of frightening a few Abyssinian savages and making King Theodorus murder himself.

The result of the grand financial exhibit will show a total income for the year 1868-9 of £72,591,000 and a total expenditure of £74,656,000, leaving a deficiency of over two million pounds. At the close of the fiscal year 1867-8 there was a balance in the Exchequer of £4,782,000. This being a meagre enough sum to stand to the credit of the government, the present deficiency has been met by the issue of one million Exchequer bonds, to be paid out of the arrears of the income tax collected the present year, and by Treasury "kiting," or borrowing from hand to mouth to the extent of another million. By these means there has been left an Exchequer balance on the first of this month of £4,700,000. This is all discouraging enough, and it was the straightened condition of the Treasury, as well as the withdrawals of gold for shipment to America, that caused the Bank of England the day before yesterday to raise its rate of discount from three to four per cent.

It is not surprising that so unfavorable an exhibit, coupled with the stability and confidence which the accession of Grant's administration seems to have imparted to the United States government, should have created an increased and even eager demand in London for American securities and that the influx of United States bonds into Europe should at this time be unusually great. Mr. Lowe will, no doubt, on Thursday next endeavor to put a good face on the matter and will draw a more hopeful picture for the year to come than he can present for the year that is gone. He will base his hopefulness upon the fact that for the last quarter ending on the 31st ultimo the receipts show an increase of more than seven hundred thousand pounds over the corresponding quarter of the preceding fiscal year—an improvement which he will argue is the more likely to continue because it is spread over the excise, stamps, taxes, Post Office, and indeed over almost all items of revenue except customs. There are many, however, less sanguine, who profess to find exceptional causes for the increase of last quarter, and who do not believe that the sources of revenue will prove any more productive this year than last. Trade is unusually depressed, and with no apparent prospect of improvement. The ordinary expenditure for the year which has just commenced is estimated at between sixty-eight and sixty-nine millions, and to this must be added the two million deficiency of last year and the one million six hundred thousand already set apart for Abyssinian expenses, making a total of some seventy-two or seventy-three millions. To meet this it is certain that the war rate of sixpence income tax must be still kept up; but even this is likely to leave a material deficiency when we reach April, 1870. When we reflect that Mr. Lowe has already hinted at the probable need of a still further Abyssinian appropriation; that the condition of the United Kingdom does not just now afford any strong guarantee against occasion for extraordinary expenditures, and that the estimates as made are cut down to the lowest figure and include only ordinary expenses, we fail to find anything encouraging in the financial prospects of the English government for the next twelve months.

The Advance of the Rate of Discount by the Bank of England.

[From the money article, London Star, April 5.]

The position to which the bank has now advanced its rate of discount concludes the term of the exceedingly low interests which succeeded the months of panic. * * * * The remembrance of the ten per cent rate of 1866, preceded as that was by the very high and semi-panic rates of 1864, followed as the whole has been by unexampled depression, and the miserable returns for capital of two and two and a half per cent, are sufficient to establish the proposition that at present the regulation of the elements upon which the rate of discount depends is not such as to attain medium rates or ease and smoothness in the working. And we may take for granted, without demonstration, that the amount of gold in the issue department of the bank is the controlling influence in the monetary world. If the engagements of the government and of the public at quarter day put more money in circulation, or the international trade of the country, financial or in produce, requires balances to be met, in either case the extent of the depletion of the bank's reserve must be traced back to the deposits of gold in the issue department. The amount of gold there stored is the measure of the currency, which cannot be increased at quarterly periods unless gold has increased, while, as has been the case in the present week, if gold be taken out for international purposes, the currency must be contracted at the very time when the quarterly demands press most heavily upon the resources of the bank. The miserable master of an export of £300,000 or so of gold to New York, coming coincidently with a greater demand for money for temporary purposes, has made a general disturbance of values and shaken the confidence of the commercial community. If this were the consequence of a law of nature, or of laws of economy equally immutable, we should have no resource but to grin and bear it. Instead, however, of being accumulated according to a law of political economy, our stores of gold are regulated by a law of Peel, which ought to have no other sanctity than its own merit. We are aware, however, that very many persons regard the law of Peel as something so transcendent in its wisdom as to be incapable of improvement, and, in short, to constitute the very gospel of finance. We venture to believe that it could be improved, and improved in such a manner as to add immensely to the stock of gold in the Bank of England, so as to lead to greater equilibriums in the rates of discount. The stock of gold in the bank vaults at the present moment, and even at the highest point of the late accumulation, compared with our enormous commerce is small. On Wednesday evening last, when the bank return was made up, the stock of bullion and coin in both departments was, in round numbers, £17,000,000. Now, the transactions which passed the Clearing House on the same day amounted to £25,532,000, and for the week (which was short of the usual number of business days), £99,161,000. If we had not managed by artificial means to do without money in the settlement of transactions, the whole gold in the Bank of England would not have been sufficient for the wants of the single day we have quoted. The Bank of France, by various means, has managed to obtain possession of more than double the amount of gold which the Bank of England possesses, and the result has been a remarkable steadiness in the rate of discount in that country as compared with England. Suppose the amount of gold in the Bank of England stood at £40,000,000 in place of £17,500,000, the little transaction the other day of sending coins to America could not possibly have created the enormous sensation of adding one per cent to the rate of discount and depressing the value of securities. The thought of adding very largely to the gold in the Bank of England ought to be particularly grateful to all who uphold the bank act, for its principle is to maintain a bullion basis, and a bullion basis is not only theoretically just, but it is the only basis which the world acknowledges, and the estimate of the whole world will prevail, we may be assured, against the theory of any individual.

The American Postal Contracts.

[From the Pall Mall Gazette, April 1.]

The history of our American postal contracts supplies a curious commentary on parliamentary government. As far back as 1859-60 a select committee of the House of Commons passed a resolution that no subsidies were required "to secure a regular, speedy and efficient postal service" between this country and North America. Another committee of the House has just reported still more strongly to the same effect. Large subsidies have, however, continued to be paid down to the present time, and a new contract has just been entered into with Messrs. Cunard and Inman, for eight years to come, at the rate of £189,000 a year, for services nearly identical, it is alleged, with those which the American government get performed for about £38,000. By some accident this new contract, which was executed in January, was not submitted to the House of Commons till the 29 of March; the select committee did not report till the 23d, when the House adjourned for the holidays; and the thirty days allowed for revising or revoking the contract have now elapsed. Mr. Seely has, however, given notice of his intention to bring the subject before the House. The question, it will be observed, is not merely whether the Cunard and Inman services are overpaid, but also whether the cost is fairly divided between the United States and this country. The evidence seems to justify the assertion which is made both by Mr. Scudamore and Mr. Inman that "a considerable portion of the cost of the American mails to England is, in fact, borne by the British Post Office, although the receipts are equally divided between the two offices." On the other hand, the Cunard line has undoubtedly done its work faultlessly for years past, and the managers warn us that without a subsidy they would have to sell some of their fastest and best steamers and break up their present establishments.

SPAIN.

The Late Insurrection in Andalusia.

MADRID, March 28, 1869.

The recent Xeres difficulty was more serious than was generally supposed. After intelligence had come that the insurrectionists had retired from the barricades at the request of the municipal officers and the friends of good order, affairs took another turn. Evil advisers were not wanting to urge the malcontents to reoccupy the barricades, which they did during the afternoon, and force was used to disperse the mob. After a brief engagement the two companies of troops carried the barricades and drove out the armed peasants and dispersed them. There were a very few casualties occurring from this engagement. During the night the insurrectionary forces gathered together again, erected new barricades and held possession of one quarter of the city. Reinforcements of troops having arrived from Seville and Cadiz preparations were made to attack the barricades and put down the insurrection. At five o'clock in the morning the attack was made on two different points, and pretty hard fighting occurred at various barricades, behind which the peasantry hung tenaciously. The barricades were carried, one by one, by the troops, and after a conflict of five hours the rising was effectually put down, but not without serious losses on both sides. The troops lost over one hundred men in killed and wounded, and the peasantry many more, though it is difficult to ascertain their losses as yet, because the dead and wounded have been secreted. Nearly 600 prisoners were taken by the troops, of whom 300 were detained and have already been sent to Ceuta, on the African coast, to be tried and punished by military law. The vigorous action of the authorities in Xeres probably prevented a general outbreak in Andalusia, because the people there are ready for a fight on the question of conscription, about the taxes on tobacco and salt and for most anything else.

RUSSIA.

Death of Prominent Individuals.

ST. PETERSBURG, March 24, 1869.

The last three months will long be remembered for the extraordinary number of deaths of more or less illustrious persons which happened during this short period.

The first in point of time in the procession of distinguished dead was General Bezack, Governor General of Kieff. He was one of the few really and earnestly Russian patriots invested with any degree of power under the present anything but patriotic administration. After occupying several high posts he was transferred to Kieff, where his decease occurred, by the Emperor's own personal and imperative desire, founded on a long intimate knowledge of his political opinions and qualifications, and a deep consciousness that they were exactly what should be required of one destined to wield almost supreme power in a part of the country whose peculiar political situation rendered the post one of more than ordinary difficulty and responsibility.

Only a couple of weeks later, on the 6th (18th) of January, the papers were full of condolent and commemorative notices on our talented musical composer, Mr. A. Dargomyjsky, the friend and scholar of our immortal Glinka. Though far from old—he was born in 1813—his death was expected for some time, for he had been suffering severely for several years of an incurable disease. Besides an immense number of romances, partly remarkably fine ones, two operas of his are in possession of our opera stage, "Esmeralda" and "Boussalka;" the subject of the first is taken from Victor Hugo, that of the second from Pouskine. "Boussalka" is especially prized for its high general musical qualities and for the genuine Russian strain which runs trough the whole. Dargomyjsky, like Meyerbeer, has left a precious musical inheritance. His also is an opera, "Kamennoy Gost" ("The Guest of Stone," taken from a poem of Pouskine on the well known theme of Don Juan and the Commodore's Statue). His latter days belong to the most heroical in the annals of art.

Scarcely had the excitement subsided which was deservedly caused by the death of this really talented artist, when a fresh one was created by the unexpected demise, on the 23d of January (4th of February), of Mr. A. Noroff, one of our oldest and most distinguished public and literary men, and travellers to boot. His public career had begun in the military line, and very early indeed, since, when only sixteen years of age, he fought the great battle at Borodino in 1812, and had the ill luck to be wounded by a bullet in the leg, which had to be taken off. Thus disabled from further military service, he turned to more peaceful avocations in the Civil Crown service, was early remarked and swiftly promoted, until, in 1854, he was appointed Minister of Public Instruction and retained the post until 1858. In his public capacity he had always been a conscientious and useful man, but it is chiefly as a private and a literary man that he is known and regretted.

Not less sincere and general is the regret to which the death of Prince Odoevsky has given rise. Prince Kadimir Odoevsky died on the 10th of March in his sixty-sixth year. He was one of our oldest literary men. At the same time he belonged to the very highest nobility of the land, being the head, and, as it proved, the last survivor, since his name is now extinct, of the oldest branch of the direct descendants of Ruric, the founder of Russia, as a political body, the next branches after him being those of the Princes Koltzo Mossalsky and Gortchakoff.

There was one more death in February, which should not be omitted; for it is the last act of a life once dread and powerful, but sunk into such oblivion for the last ten years that many will have wondered on finding the news in the papers, thinking the man was dead a long while ago. I mean Count P. Kleinmichel, the dreaded and hated favorite of Emperor Nicholas, who disappeared from the public scene as soon as Alexander mounted the throne, while the Adlerbergs kept their exalted seat, although, to say the truth, it would be matter of some difficulty to say how far they were more deserving of favor than their less lucky brother *parvenu*, who did not excel them either in selfishness or in insolence. He was less of a courtier, more rough, even to coarseness, uncompromising and imperious in his bearing, and that may be one of the reasons why he had to bear not only by far the greater odium of the reign of which he was one of the chief instruments, but also the heaviest brunt of those changes in a liberal spirit which signalized the welcome dawn of the new reign.

FRANCE.

Present Condition of the French Iron-Clad Fleet.

[From the Pall Mall Gazette.]

In the building of ships of war the French have made but little progress during the last twelve months, and there has been a remarkable falling off in the feverish activity which a few years back reigned in their dockyards. The marine authorities may think that what has been accomplished warrants them in slackening speed and looking about them before venturing any further. It is now eight years ago that the French government drew up a naval programme and settled the number of vessels which it deemed would be necessary to defend the honor and the interests of the country. The fleet of the future was to consist of forty first class and twenty second class iron-clads, with thirty floating batteries, coasters, despatch boats, wooden vessels and transports, amounting in all to 449 ships. Although a good number of vessels have still to be built before this programme is completed, nearly the whole attention of the French Admiralty has of late been turned to the question of armament. Last year a great reduction in the number of guns on board various ships was made; for instance, the Magenta, which carried fifty-two guns, had her armament decreased to ten guns of twenty-four centimetres (9.45 inches), and a similar change was made in some of the frigates afloat. A good deal of uncertainty still prevails as to the exact number of guns which the various types of vessels should carry and the position they should occupy, and hence it has happened that some ships have been armed, disarmed and rearmed three or four times since the day when the necessity of getting heavy metal on board was recognized. It may be remarked here that the French cling with singular obstinacy to their breech-loaders; they not only continue to place them on board their vessels, but their arsenals are still busy manufacturing them, and this in spite of the fact that the breech mechanism has been found defective, and unable to stand the strain of heavy charges. There can be no doubt that a good many breech-loaders have been totally disabled during trials on board, and that in many instances great difficulty has been experienced in charging the gun after the firing of a few rounds. However, the heads of the department are either too enamored of their system to perceive its defects, or else they are unwilling to acknowledge to the country that the 20,000,000f. voted for the re-arming of the fleet have been cast into the sea. The French authorities of course tried those guns before adopting them, but the experiments were conducted under the careful superintendence of the inventor, and they passed muster. Still it seems odd that the artillery committee should have accepted a system now almost universally condemned, as far as heavy artillery is concerned, without subjecting it to the severest tests.

Since we wrote an account of the French fleet last year, the Ocean has been set afloat, and will soon be ready for sea. This vessel is a little larger than the Magenta, and will carry fourteen guns thus distributed:—Four guns of twenty-seven centimetres (16.83 inches) and two of twenty-four centimetres (9.45 inches) in her central battery; four guns of twenty-four centimetres in the fixed turrets at each corner of the battery, and on the upper deck four bronze pieces of twelve centimetres. The guns contained in the turrets will be placed on movable platforms, which will allow of each piece sweeping a demicircle, and this at an elevation of eight metres and a half above the water line. The Ocean will have four sister ships, the Friedland, Marengo, Suffren and Richelieu. The three first-named have been for some time on the stocks, but the latter, which will differ from the others in so far that it will be propelled by two screws, has only just been designed. The next class has only two representatives, the Magenta and Solferino. The former vessel, which last year carried only ten guns of the canbre indicated already, is now armed with fourteen guns, ten guns in her central battery and four guns of 19 centimetres (7.49 inches) on her upper deck. It is intended that the Solferino, which has as yet shipped no heavy metal, shall be armed in the same manner. The next is known in France as the Magnanime type, and the frigates of this class were nearly all armed last year with seventeen guns; but this armament has now been reduced to twelve guns, eight 24-centimetre guns and four 19-centimetre guns on the upper deck. To this type belong the Flandre, Gauloise, Guyenne, Provence, Revanche, Savoie, Surveillante, Valeureuse and Heroine. After these powerful frigates come the Gloire, Invincible, Normandie and Couronne. The Gloire, when she was first launched and astonished the naval world, carried no fewer than thirty-two guns, but now her armament has been reduced to six 24-centimetre guns in her battery and four 19-centimetre guns on deck. We then have the corvettes of the Thetis class built for service on distant stations; the Alma, Armide and Jeanne d'Arc have been completed, and the Atlanta, Montcalm and Reine Blanche have been launched. The Lagalissonnière still remains on the stocks. The Thetis carries four 19-centimetre guns in her central battery, two guns of the same calibre in her turrets, and four 12-centimetre bronze guns on deck. She makes from 11 to 12½ knots under steam, and is said to do well under canvas. The Belliqueuse, which has been for some years in the Pacific, belongs to the Thetis type, but she has no turrets. The corvettes had at first four turrets, like the large frigates, but the weight was too much, and they had to be reduced to two; they are also armed with a spur weighing about twenty tons.

In the list of iron-clad coastguards still appears the name of the Rochambeau, late Dunderberg, which an expenditure of 2,000,000 francs laid out in repairs and alterations has made perhaps the most formidable vessel in the French navy. She has been furnished with engines of 1,300 nominal horse power and carries fifteen guns of the largest calibre; it is true that she does not inspire much confidence as a sea-going vessel, and that she is kept laid up at Cherbourg. A writer in the *Revue Contemporaine* suggests that no admiral would assume the responsibility of allowing her to join his squadron, and the charge long ago made that is reiterated that the Rochambeau is built of bad timber, and would soon shake herself to pieces; but borings made in her bottom have dispelled all apprehension on this head, and the Rochambeau is probably only biding her time. The other coastguard vessels afloat are the Onondaga, likewise an American production, the Taureau and the Cerbère, whilst the Bélier, Bouledogue and Tigre are in course of construction. Of floating batteries the French have a formidable fleet—the Dévastation, Foudroyante, Lave, Tonnante, Falxhans, Palestro, Peiho, Saigon, Arrogante, Implacable, Opiniâtre, Embuscade, Impregnable, Protectrice and Refuge. The bateries carry from four to eighteen guns, but their armament cannot be regarded as permanently decided upon. In addition to the above there are eleven floating batteries, constructed so as to be easily taken to pieces and put together again. These crafts, intended for lake or river service, are kept in store. Such, as far as we can make out, is the present state of the French iron-clad fleet.

FOREIGN MISCELLANEOUS ITEMS.

Professor Liebig, the celebrated chemist, is traveling through Italy.

The Grand Duke Vladimir, the second son of the Emperor of Russia, is about to visit Rome.

Boszormenyi, formerly deputy and editor of the *Magyar Ujsag*, recently died in prison at Pesth, and his funeral was followed by 40,000 people.

Numerous arrests have been made among the troops stationed in and near Naples on account of their being members of a republican society.

Professor Buisson has published a brochure at Geneva, entitled "The Principles of Liberal Christianity," which is creating a great sensation.

Mr. Van Humbeeck, a deputy of the Belgian Chamber of Representatives, has been named Grand Master of the Masonic fraternity in that country.

Mlle. Doumergues, who recently passed her examination as dispensing chemist at Montpellier, in France, has commenced business and opened a store in that city.

The Bavarian government intends forming a military camp at Schweinfurt, consisting of 20,000 men and eight field batteries, and great military manœuvres are to come off about next September.

A Huns cemetery has been discovered near Stralsund, in Pomerania, remarkable for the perfect state of preservation of the bodies, the arms and the various objects that were deposited in the tombs of the companions of Attila or his successors.

The National Bank of Italy is in treaty with the government for the conversion of its reserve of silver into five franc pieces. The total quantity amounts to about 20,000,000 francs, and will greatly increase the facilities of trade throughout the country.

The District of Constantina is again menaced with a plague of locusts, as immense heaps of the eggs of that insect have been discovered underneath the soil. A reward of 500 francs for every 100 kilogrammes has been offered by the authorities, and the natives arrive daily with mules heavily loaded. The eggs are then carefully crushed and mixed with quicklime.

A farmer of Cudrefin, Switzerland, while digging the foundation for a barn, found from 500 to 600 pieces of old money, including five gold coins of the sixteenth and seventeenth centuries, two of them being Swiss, one Spanish, one Polish and the other Arabian; three silver of Alessandro Farnese (1592), Philip of Spain (1588), and Augustus of Saxony; besides 560 pieces of Swiss money.

While the sexton of the parish church of Padstow, Cornwall, was digging in the churchyard lately, he came upon an upright piece of granite fixed in a piece of much larger size, which seemed to form the lower part of a very ancient piece of carved work. The foot-piece was a large, flat and irregular-sided granite stone, eight feet long and five feet wide, weighing nearly three tons. Padstow church was built more than 1,000 years ago.

A human monster, a female child with two heads, was born recently at Zerbst. A careful examination has shown that the spinal column divides into two at the first of the true vertebra, and that from this point two perfectly developed necks and heads proceed. The breast is half as broad again as is usual, the limbs simple and well formed. It has not yet transpired in now far the internal construction of the breast is simple or complex. It appears that the child died in the course of birth, from the pressure of the two heads against each other.

The Emperor Napoleon lately visited Marshal Vaillant's apartment in the Tuileries, to view a great number of objects which had belonged to Napoleon I., and which were lately bequeathed by the Princess Baciocchi to the Prince Imperial. Among the interesting articles displayed was the tri-colored scarf which General Bonaparte wore when he visited at Jaffa the persons attacked by the plague; the spurs which he had on at the battle of the Pyramids; several snuffboxes belonging to the Emperor; also the one left behind by Louis XVIII. on the table when he took his departure just before the Hundred Days; several volumes annotated by the Emperor, and among them the "Voyage du Jeune Anacharsis en Grèce," and the "Aventures de Telémaque;" likewise a quantity of silver-gilt plate used by his Majesty at St. Helena. Napoleon III. examined the whole with great attention and interest.

SHIP NEWS AND SMUGGLING.

QUARANTINE, Staten Island, April 18, 1869.

TO THE EDITOR OF THE HERALD:—

I have been much edified in reading the reasons in this day's *Times* why the Shipping News bill should not become a law. This labored article is very plausible, and by persons at a distance from the daily scenes of the Quarantine establishment may possibly be taken for gospel; but to those resident in the vicinity of the boarding station there is not a man, woman, or even child of five years of age but will give a far different reason, and that is that the present house of Four Brothers & Co. desire to keep all eyes from the transactions nightly and daily occurring on the bay, for fear that some single eye or pair might possibly expose some of the smuggling operations carried on under the plea of protection to the public health.

If the laws enacted for the preservation of the public health are to be enforced would it not be well for the present Health Officer to set the example?

Why did Dr. Swinburne permit a certain Israelitish cigar and liquor dealer of this village to visit the lower quarantine anchorage at his pleasure, either by night or day, last summer in the steamers furnished by the people of this State for the use of the Health Officer and his assistants?

Was it in order that the cigar and liquor dealer might snuff the sea breeze and inhale a moisty of fresh air and thereby benefit his health?

The writer hopes this is the case; but to his knowledge these visits were invariably made at the time there was a Havana steamer anchored, telegraphed or due to arrive, and, therefore, is foolish enough to think that perhaps Mr. Cigar-and-liquor-dealer might like to replenish his stock before the goods had been through the proper revenue channels and after the manner from which his stock was increased from a certain Spanish frigate.

From present appearances the house of Four Brothers & Co. have extended their ramifications so as to include European steamers as well as Havana in the future. On the 9th inst. the steamer Main arrived at the quarantine boarding station from Bremen. The doctor's steam barge, Governor Fenton, went alongside and left the Deputy Health Officer on board. The barge then returned to the wharf with the news bag for the Associated Press. She then took Mr. Cigar-and-liquor-dealer off to the Main, where he remained from twenty to thirty minutes. Now, the query is, did Mr. Cigar-and-liquor-dealer go off for his health or to benefit the public health, or did some member of the house of Four Brothers desire to replenish his stock of brandy, or were there any other kinds of merchandise to be run free of duty?

THE ALABAMA AND HER TENDER.—The Boston *Traveller* states that one of the crew of the Alabama is now on board the Virginia at East Boston. He tells some plain truths in regard to England's interest in the pirate. He says that the Deerhound was, in fact, a paid tender to the Alabama; that she had on board the chronometers and other valuables which had been stolen from American ships (for the thieves were not permitted to land them at Cherbourg); that a few days before the fight with the Kearsarge she brought fifty men from Portsmouth (England), trained gunners, who had received their training on board the British practice ship Excellent, to work the guns; that these men, when the Alabama left Cherbourg, were stationed at the guns and had entire control of them.

ARMY INTELLIGENCE.

Spicy Farewell Order of Colonel Robinson to His Comrades of the Late Forty-third Regiment of Infantry.

GENERAL ORDERS—NO. 13.
HEADQUARTERS, FORTY-THIRD U. S. INFANTRY,
FORT WAYNE, Mich., April 9, 1869.

To-day the Forty-third regiment of infantry, as an organization, ceases to exist. It was organized pursuant to an act of Congress by selection from the officers and soldiers of the regular army and volunteer service who had been wounded in the line of their duty. Fourteen of its officers have suffered amputation of the leg or arm, and all, officers and men, bear upon their persons the marks of honorable wounds received in defence of the Union.

I have been proud to command this regiment of veteran soldiers, and my connection with it has been one of unalloyed pleasure. The associations are ended, and we are about to separate. With most of us the separation will probably be final. "A grateful country will never forget your services;" but unfounded prejudice and the cry of economy have necessitated your absorption. Those of you who are considered fit for active duty will be transferred to another regiment. You who have been too severely wounded will be ordered to your homes to await orders, or be discharged from the service. Wherever you may go you will bear with you my best wishes for your prosperity and happiness.

Comrades, farewell. JNO. C. ROBINSON,
Colonel Forty-third United States Infantry, Brevet Major General United States Army, commanding.

Second Lieutenant Loyall Farragut has been transferred from the Twenty-first Infantry to the Fifth artillery.

NAVAL INTELLIGENCE.

Commander A. M. Johnson has been detached from the command of the Galena and directed to hold himself in readiness for duty as Chief of the Staff of the South Atlantic squadron, to be commanded by Rear Admiral Lauman.

Commander Livingston Breese has been ordered to the command of the Galena.

Naval Constructor J. Hanscom has been detached from the Portsmouth (N. H.) Yard and ordered to the yard at Mare Island, California. Constructor Melvin Simmons has been detached from the latter and ordered to the former port.

The United States steamer Resaca arrived at San Francisco April 18 from Mazatlan, via La Paz to-day, and brings Mazatlan advices to March 31 and La Paz to April 8, with 160,000 Mexican dollars. The Resaca encountered a heavy gale during the passage from Mazatlan, shipped several seas, smashing her bulwarks and causing her to leak aft.

The United States steamer Mohongo sailed from La Paz for Guaymas April 3.

The sloop-of-war Jamestown put into Mazatlan with cases of smallpox on board. One death had occurred on board from the disease.

The United States steamer Galena, which has been fitting out at the Portsmouth Navy Yard, is reported ready for sea. She will probably leave that place to-morrow for Hampton Roads, where she will receive orders from the Navy Department.

The Saratoga (apprentice ship) will soon leave for a cruise in Cuban waters.

The United States sloop-of-war Galena, destined for the West Indies, was placed in commission at the Portsmouth, N. H., Navy Yard, on Friday, the 16th instant. The following is a complete list of her officers:—

Commander—S. Livingston Breese.
Lieutenant Commander and Executive Officer—Charles O'Neil.
Lieutenants—E. M. Stedman, George W. Pigman.
Masters—W. B. Newman, J. E. Jones, W. T. Buck.
Ensign—Watts.
Surgeon—H. C. Nelson.
Assistant Surgeon—Robert A. Marmion.
Passed Assistant Paymaster—H. T. Wright.
Engineers—First Assistant—Elijah Laws; Second Assistants—Robert B. Hines, A. B. Bates; Third Assistant—J. O. Dever.
Boatswain—Nash.
Captain's Clerk—Charles A. Bullock.

Lieutenant Stedman and Ensign Watts are now being examined for promotion, which latter will, doubtless, accord both these officers rank a grade higher in the service before the Galena sails. It is probable that she will leave Portsmouth about the 20th inst., for some other place, where she will await the arrival of another vessel, with which the Galena is to sail in consort for Admiral Hoff's fleet. This vessel is in fine trim for service and is manned by a splendid company of officers and seamen. The greater portion of the crew were sent on from this station last week, and are nearly all veterans of the war.

The United States sloop-of-war Frolic, Commander Harmony, which was ordered to return to the United States from her cruise in the Mediterranean is now over due at this port. She was to have sailed from Lisbon on March 20, and though the Frolic does not average more than eight knots an hour she ought certainly to have made the voyage home in less time than twenty-four days. It is possible, however, that the gales peculiar to this season on the Atlantic have impeded her progress. Her arrival is hourly expected. The Frolic, which is a paddlewheel steamer, third rate, and carries an armament of five guns, has had a very pleasant cruise since she joined the European squadron more than two years ago. She will be placed out of commission at the Brooklyn Navy Yard and will probably be sold by the government as were other vessels of her description.

The Steam Elephants and the Iron-Clads with Twenty-Inch Guns.

TO THE EDITOR OF THE HERALD:—

If one may judge by the article in the HERALD of the 3d inst., referring to Admiral Goldsborough's committee, somebody has been lounging very near the galley, and while there hoisted aboard a very long yarn. Reference is made to the steam elephants of the Wampanoag class. Your informant says, alluding to these vessels:—"Each vessel is provided with eight boilers, and on their trial trips, or so many of them as have been under steam, have made an average of sixteen and three-quarter knots per hour. * * * Those who are opposed to having any vessels in the naval service so fast as these want some of the boilers taken out to give room for the storage of provisions, being content for this change to see their speed reduced to twelve knots. Fault is also found in that they have too many smokepipes, interfering, it is said, with the use of the mainsail—a thing that in the steam naval service is never used!" With your permission it is proposed to supplement the above with a few facts, which will show that, owing to the fallacious theories of engineering which have been "the thing" in our navy for the past eight years, and which culminate in this class of engine carriers, these vessels, as they stand, are useless for any naval purpose. If, instead of lingering near the galley, your informant had examined the vessels himself and investigated their performances at sea and the reports of distinguished naval officers who have had practical experience with them, he would have soon found out that "the old line officers" are not so very foolish after all in thinking that vessels which were designed to play the part of Alabamas should have room to stow provisions, and also, as Secretary Welles says, "they should possess large sailing ability, that they might cruise with canvas, and thereby economize fuel." When the small amount of coal carried by these vessels, as compared with the rate of consumption, is remembered it will be seen that of all vessels in the navy these absolutely demand the highest efficiency under canvas; yet in this particular they are the least efficient vessels in the service. They cannot even "tack" without the use of steam. In fact, during all the trials which have taken place with this class of ships, with fresh breezes "abaft" as well as before the beam, they have never yet been made to go through the most ordinary evolutions under canvas. As regards the Alabama, it seems to be forgotten by those who admire cogwheels and Martin boilers that that ship was a small, handy, swift vessel, with ample space for coal, stores and provisions, and also with "large sailing ability," so that she could "cruise with canvas and thereby economize fuel;" hence she could keep the sea without visiting port for very long periods of time, and at the same time keep out of the way of our clumsy sloops propelled by Isherwood engines.

The ingenious suggestion that the Wampanoag class are to maintain a supply of coal by replenishing their bunkers from the holds of colliers supposed to be conveniently distributed over the ocean by the enemy amounts, in fact, to a practical admission from the Steam Bureau chief himself that owing to their great consumption of coal as compared with their inadequate supply nearly all of their time would of necessity be taken up in making port for coal, and then by the time they had reached the cruising ground again looking out for another harbor where they could replenish their bunkers.

Of course, owing to their want of "large sailing ability," instead of being able to make these cruises after coal under canvas, and "thereby economize fuel until a suitable opportunity was presented to use it," their steam power would of necessity be almost continually employed.

Referring to the report of Captain Nicholson, of the Wampanoag, and also the report of Mr. Isherwood's three subordinates, made after a run down the coast with "a fresh breeze abaft the beam," it is seen that her bunkers full of coal would be exhausted, under full power rate of combustion, in five and one-third days, and, of course, at half power, in less than eleven days. Now when it is remembered that the coal used on this trip was of a species not used in our naval steamers, and for which nearly double the market price of the coal used in the navy was paid, in order to have a superior article for the deceptive purpose of this trial, it is quite safe to assert that under full power these vessels will empty their bunkers in less than five days, and under half power in less than ten days.

With these facts before him it must be evident to the merest tyro in naval affairs that in order that these vessels should "come up to a reasonable standard of efficiency, in view of the end sought in their construction," the intentions of the late Secretary of the Navy should be fully carried into effect. These intentions the late Secretary himself explicitly states when he says to Congress, as has been before quoted:—"It was also an object that they should possess large sailing ability, that they might cruise with canvas, and thereby economize fuel." How these intentions have been frustrated by the manipulation of the late Chief of the Bureau of Steam Engineering is understood by every seaman in the navy.

And this sacrifice of sailing power, and, in fact, of every quality which a ship of practical use should possess, is wholly unnecessary, and it is due solely to the false theories of marine engineering which have controlled the design of the machinery of these ships. It has been repeatedly demonstrated by unchallenged comparisons that they would not only be faster ships with machinery constructed after the usual old and well tried plans, weighing some 250 tons less and occupying vastly less space in the vessels, but that they could also have carried a heavier battery, plenty of stores and provisions, much more coal—and that too, where it belongs, in the hold, not in quarters of officers and crew—besides being fully rigged, and possessing those sailing qualities which the late Secretary of the Navy states to be essential, and without which vessels of this class, carrying so little coal, are practically useless. As for speed, it is of course simply a question of steam power, and every well informed engineer knows that the maximum power claimed for the Wampanoag's engines can be developed by far simpler machinery, of about one-half the bulk and weight, and likewise of about one-half the cost, of the machinery of that ship. This is the whole case in a nutshell, and in order to show that it is not overstated the following table is given:—

Table showing the principal features of Isherwood's cogwheel machinery of the Wampanoag fleet, and also of plain direct acting machinery, such as is used in the screw steamers which make such rapid passages across the Atlantic:—

Name of vessel	Wampanoag.	Hercules.
Kind of engines	Isherwood's cogwheel.	Plain direct acting.
Kind of boilers	Martin's patent.	Plain horizontal tubular.
Horses power	4,400	8,500
Total tons weight, ready for operation	1,250	1,000
Length occupied by engines, boilers and fire room	175 feet.	112 feet.
Number of furnaces	58	40
Cost in United States currency	$800,000	$679,600
Name of vessel	Bellerophon.	Penelope.
Kind of engines	Plain direct acting.	Plain direct acting.
Kind of boilers	Plain horizontal tubular.	Plain horizontal tubular.
Horses power	6,200	4,702
Total tons weight, ready for operation	860	580
Length occupied by engines, boilers and fire room	108 feet.	55 feet.
Number of furnaces	40	20
Cost in United States currency	$550,000	$371,200

Hence it will be perceived that if the steam machinery, *per se*, of the Hercules, for example, was placed in the Wampanoag—estimating the speed to vary in the admitted ratio *en rapport* with the engine power—the speed of the Wampanoag would, *ceteris paribus*, be over twenty-one knots (twenty-five miles) per hour instead of the seventeen knots which is claimed as the maximum. And in like manner, if such plain machinery as that of the Penelope and similar vessels was substituted we would have nearly the same speed as at present, with considerably less than one-half the weight of machinery, and that, too, in less than one-third the space. And in addition to this economy in weight, in space, in money, in sailing power for each vessel, we should have a fleet of war vessels of equal speed, while the steam machinery of the Wampanoag fleet has rendered them useless for any purpose of naval warfare. Referring to the description of the Kalamazoo in the HERALD of the 4th inst., it seems that some curious information has been furnished to the writer of that article. The information is there given that she is to carry a battery of "four 20-inch guns, two for each turret." As her turrets are twenty-four feet interior diameter, those familiar with such matters know that the only way to get a pair of 20-inch guns in such a space would be to break them up and carefully stow away the pieces. Her hull, it is true, is a masterly piece of carpentry work—it is of immense and unusual strength; but the reader is informed, "a perfect truss formed of iron bands" (some 250 tons in weight) runs longitudinally, so firmly bolted "that were the wood work taken off she would form an iron bridge." So far from this being the case the fact is that "were the wood work taken off this wonderful truss would fall, if unsupported, between its ends, by its own weight. Indeed, if a railroad engineer should attempt to span an opening with such an enormous contrivance it would inevitably tumble by its own weight before so much as a horse car could cross it. As for the engines, with their four cylinders, sixteen air pumps and 200 or 300 journals, it need only be stated that, being designed *en rapport* with "the Bureau," and under its sheltering wing, they deserve to be placed on the same shelf in our naval museum.

NAVAL OFFICER.

BROOKLYN NAVY YARD.

There is no truth whatsoever in the sensational rumor given publicity to by one of the Sunday blanket sheets of the press of New York, which accredited the Admiral of the Brooklyn Navy Yard with having instructions from the Department to fit out twenty vessels of war at this station. The story is utterly absurd in view of the fact that such a proceeding would be impossible, there being less than twelve vessels of war on this station that could be placed in readiness for sea in a shorter space of time than six weeks or two months. The only vessels at the Brooklyn Navy Yard that are likely to be made available for immediate service in case of emergency—that is, two or three weeks—are the following named:—Madawaska, Moshulu, Wampanoag, Nashoming, Colorado, Minnesota, Wachusett, Hartford, Monongahela, Roanoke, Canandaigua and Susquehanna. The iron-clad Roanoke is one of questionable availability, owing to her rolling propensities. There are very few officers on this station who would choose her as a seaworthy vessel. The only ships preparing for sea is the practice ship Sabine, thirty-six guns, which has been previously noticed in the HERALD. The Moshul