KSCHATRIYA.

England's Power in the Cradle of Humanity.

THE WARLIKE RACES OF ASIA.

Millions of Dusky Warriors Awaiting the Bugle Call.

BEFORE AND AFTER THE MUTINY.

An Army That May Prove a Frankenstein Monster.

A despatch from London states that "the British government has ordered 1,000,000 pounds weight of lint and other appliances for wounded." What will England do with so much lint? She must expect to bury a good many dead when she makes such preparations for the comfort of the maimed executioners of her will. The First Army corps and the Second Army corps could well do with less than one million pounds of lint. The explanation probably is to be found in the fact that if there is war—or, when there is war—England will call on India for fighting men. They are there in millions, born to arms, trained to weapons from the day they can walk—fierce, turbulent men of many races, but amenable to discipline and, when well led, very formidable. For the first time in modern history have any of these warriors been found in Europe. Ethnologists have traced an intimate connection between the saffron-clad Gallowglasses of Ireland and the saffron-clad Rajputs of India, but no record exists of their actual migration. Now, however, native troops from India—cavalry, infantry and sappers and miners—are actually afloat *en route* to Malta—a mere advanced guard, it is supposed.

IN PRESENCE OF CASTE.

The movement is very significant. Since the days when Sir Sydney Smith with his seamen and some battalions of Indian Sepoys helped to beat off the great Napoleon from Acre the native soldiers of India have never encountered Europeans except on their own soil. Their very religion forbids any but those of the lower castes from crossing the sea, the *kala pani*, or "black water." But the railroads—where high and low are thrown together, and Anglo-vernacular education and employment by government and the commercial interests, have of late years broken down these Brahminical barriers. Holy men, who, twenty years ago, shuddered with horror at accidental contact with a European, and bathed from head to foot to cleanse themselves from the alleged pollution, now, as clerks and officials of every degree, are in constant communication with the impure of lower castes and other races, and content themselves with dipping their fingers in a finger glass after the day's work by way of ceremonial ablution. Caste will no longer prevent the adhesion of native troops to any expedition which promises glory and plunder. Time was when regiments mutinied as being ordered to cross the Bay of Bengal to Burmah. Since then Burmah has been mainly garrisoned by Hindostanees; they formed the chief part of the force employed in the Persian war, are in garrison in China now, and in the Abyssinian war, which raised their commander to the peerage as Lord Napier of Magdala, not the least efficient soldiers were the Madras Sappers and Miners, a battalion of whom, under Major Prendergast, Royal Engineers, a Victoria cross officer, forms a portion of the contingent now ploughing the waves toward the Mediterranean.

WHERE FROM.

England can, in six months, land 1,000,000 of fighting men of an excellent class on the shores of the Sea of Marmora. It is merely a question of money. How can this be done? Statistics show that the total army under pay in India, including nearly 70,000 Europeans, is under 200,000. Where are the rest of the million to come from? Or, where are the supporting millions, which could also be raised, to come from? A glance over the history of the English occupation of India will show this. The Honorable East India Company in its modest beginnings found India under the heel of the Moguls and their satraps, with a few independent Hindoo governments. To defend their factories and fight the French, who gave them considerable annoyance, they recruited small numbers of Sepoys, and, having drilled them after the European fashion, found them very efficient. Then they drilled more as they gradually "found themselves obliged" to extend their possessions, till, when the mutiny of 1857 broke out, there were nearly 300,000 troops in the three great armies of Bengal, Madras and Bombay—artillery, regular cavalry, infantry and engineers. The regiments were organized with ten companies, with the full complement of European officers, thirty-seven to each (though from the numbers absent on leave or furlough and detailed in various civil and military staff appointments, there were rarely more than fifteen with the colors), and a further supply of native officers, up to the rank of subadar, or captain, who dressed in the same uniform as their white brothers, but got much lower pay, and had no more to do with the command of their companies than a New York newsboy. They were fifth wheels in the coach and not even ornamental, for, having risen to their anomalous position by seniority, they were chiefly remarkable for the usual weakness attending length of years; and the peculiar sight was presented at reviews and in action of companies being led by young ensigns, fresh from the military college of Addiscombe, with grandfatherly old boys with white beards and the commissions of captains and lieutenants toddling painfully under their guidance in the rear.

A CURIOUS RIVALRY.

The three armies of Bengal, Madras and Bombay had, however, very different arrangements. They were entirely separate, and before the intercommunication established by steam of late years they might have been, even for the Europeans, as well on different planets. The "Qui Hyes" of Bengal rarely saw the "Ducks" of Bombay, or the "Benighted" of Madras, and each was distinguished by inordinate assumption of superiority to the other. The Bengal officers bragged of the stature, discipline, high caste and fidelity of their Sepoys. Till slaughtered by their own men in 1857, this fatuous faith in them was held to the last bitter moment. These Bengal Sepoys were all grass widowers, unlike the troops of any other nation. All married, of course, as every Asiatic must be, unless he is to live and die dishonored; their wives and families were hundreds of miles from them, and they got long leave every year to repair to their homes. In their cantonments they were Prætorians and as arrogant as their prototypes. Very many were of the highest caste, and when a private happened to be a Brahmin, and his Subadar, or Jemadar, or Havildar, or Naik, a man of lower caste, the superiority of rank conferred by British commanders had no effect in inducing obedience. The discipline of the Bengal army was rotten to the core. It was composed almost uniformly of pure Hindoos.

The Bombay army had similar matrimonial arrangements, but in it were first formed those so-called irregular regiments, which have furnished the type for the existing organization of the native armies throughout India to-day. And there was a larger variety of race among them. Sikhs, Mahrattas and others were easily enrolled, and, perhaps, of continuous fighting, on the frontiers and elsewhere, they saw more than any of the others.

The Madras, or faithful "Old Coast Army," which did not mutiny, but furnished thousands of men to help suppress the insurgents, had the peculiar arrangement of domesticating the men. The wives and children all live in "the lines" with the Sepoys, and, till after the mutiny and the reductions of native troops all over the peninsula, which even affected Madras, though in Bengal dozens of the disbanded regiments were never raised again, the children were devoted to "John Kumpani" from their birth. It was a touching sight on the pay-days to see the babies in their mothers' arms, or astride their mothers' hips, which is the more usual method of maternal carriage practised in India, with little regimental caps, coming for their pennies. As soon as they could walk they were put to drill, and when the regiment paraded, the squads of "pineboys," in black pantaloons and white jackets were paraded too. The larger boys were and are used as messengers, each officer having at least one detailed for duty every day. This huge family party plan was too advantageous to all concerned for any rupture on light considerations. The propaganda of the mutineers was preached in the lines of the Madras troops, but the women kept them stanch. England to-day owes the preservation of India to the wives of the Madras sepoys. Had Madras gone wild, as did Bengal and part of Bombay, no human power could have prevented the expulsion or destruction of every European between the Himalayas and Cape Comorin.

AFTER THE MUTINY.

After the mutiny came reductions. The Bengal regiments were only partially rehabilitated, and strict injunctions given not to recruit high caste men. They were all put on the irregular footing, that is, the number of European officer was reduced to five, a commandant, two wing commandants, an adjutant and a surgeon or assistant surgeon. There were staff appointments, and it was not uncommon to find a captain as commandant, with a lieutenant colonel and major serving under him in charge of wings. All these officers in the infantry were mounted, so that practically each battalion consisted of two bodies of men, each numbering about as many as one of the Prussian companies with its mounted captain. And this is the system all over India now. The Indian artillery was abolished throughout India, even in Madras, and the officers merged in the Royal Artillery. It was thought best never to trust guns to the natives again. The native troops, till recently, retained the smoothbore percussion musket, so as to give a preponderance of power to the Europeans holding them in check, while keeping them well enough armed to meet any foe ordinarily expected to come across them. They now have Enfields and a few have Snider breechloaders.

All these changes caused the retirement of many officers and much dissatisfaction; but so far at least as Bengal and Bombay were concerned, they were inevitable.

CHANGE IN THE MADRAS ARMY.

In 1865, under the liberal government of England, the transformation of the Madras army, which had hitherto been untouched, was resolved on and effected. No regiments were disbanded, but recruiting was stopped, the wing system introduced and the "line boys," instead of being trained to serve in their fathers' corps, found that only a percentage could be accepted. As the Madras army had been stanch this measure caused much bitter feeling, shared to the full by the European officers. To salve their feelings admittance to the enormous so-called staff corps was rendered extremely easy, and promotions to rank and pay (less than the old pay for the corresponding grades, however), were made with reckless profusion. The army of Madras had within six months three times as many field officers as captains or subalterns. Then came retirements engineered by a bewildering series of devices, and employment made for men who could not be so disposed of. The Police and Public Works departments, the Forest Conservancy, &c., &c., absorbed majors of cavalry and infantry by the dozen, and native rulers were supplied more liberally than ever before with officers to train their contingents.

SOURCE OF ENGLAND'S POWER.

Now we come to the source of England's mighty power which may be raised from India. The feudal idea obtains under every gloss of modern civilization throughout India. From the Nizam of Hyderabad, with his 40,000 magnificently equipped troops, under detailed British officers, to the petty zamindar or country gentleman, with a few acres, every native of rank has a body guard of soldiers, from half a dozen up to armies. These men have been trained to arms from the cradle. With the cold steel they can do anything. Probably nine out of ten can slice an apple with a sabre. Tentpegging and polo are their daily amusements. They have nothing to do but practise for war, which they never get a chance to engage in, and talk of the glories of their ancestors. And their horses, with strong infusion of Arab blood, are perfect chargers. A war would be a godsend to these fellows. We hear that the Begum of Bhopal has signified that her entire army is ready to move out of India to fight the Russians. That feeling is no doubt shared by every idle swashbuckler in the country. There is at least 1,000,000 of such men to-day receiving pay from one rajah or noble or another in India, with 2,000,000 or 3,000,000 of humble friends and hangers-on who are very anxious to be taken into service and are as proficient in all military exercise as the happy "ins." The Mussulmans alone number 40,000,000 in India, and to sustain the Sultan they would surely furnish their best men. Many of these troops are "regulars," just as much as the British Sepoys. They have the same arms and equipments, the same officers, the same discipline. The great majority are utterly Asiatic in these matters, but though not as good as the regulars are not to be despised. They have shown their mettle on many a well fought field, and the cavalry in particular are probably as fine, as well horsed and as formidable in every particular as ever the Mameluke were.

SUMMARY OF FORCES.

To particularize the forces England can count on at once at a pinch (some, of course, having to be left behind in India in any event to keep the country tranquil and resist outside attacks) there is the British army in the three presidencies and lieutenant governorships, horse, foot and artillery, 70,000.

Regular native cavalry, infantry and sappers and miners	130,000
Rohillas and Arabs in the Nizam's army under strict drills and discipline of all arms, under European officers	40,000
In Bhopal, of all arms	5,000
Belonging to Scindiah and the Gluckowar, of all arms	20,000
In Travancore, all infantry	6,000
Belonging to other princes	50,000
England can call on Sikhs and Punjaubees for irregular cavalry and artillery	100,000
Making a total of	421,000

In addition to these Silladar regiments by the score can be raised among the Mahrattas of the Deccan. (These Silladars are all gentlemen and noblemen, who furnish their own horses, arms and equipments to a standard pattern, receiving higher pay than ordinary troops and compensation for losses in the service.) The Ameer of Afghanistan might aid the Khiva and the other Central Asian Khanates to revolt. Then the native swells could, if they liked, pour in irregulars by the hundred thousand, men who could be licked into shape in very short order.

Of course, these irregulars, as at present organized, are more picturesque than prepossessing. They are, as a rule, most gorgeously clad in cloth of gold, chain mail, cashmere shawls, &c., with sabres sparkling with jewels, earrings, nosorings, matchlocks and artillery that might have done service at Crecy. Their uniform, diversity of costume and equipment are also something remarkable. A bridle, with links of solid gold, will be patched with a bit of old rope. One will wear boots and another loose flowing pantaloons; one a short purple jacket and another a scarlet caftan with gold lace and several large holes in it, hanging down to his heels; some will have pistols and all will have several kinds of knives stuck about them. But this chaos can all be reduced to order. It is merely a question of man millinery. They are good fighting material and well skilled in the use of their tools. Give them European officers, uniform and breech-loaders and they would soon show themselves worth something.

Then there are the Ghoorkas from the Nepaul army—terrible little active men, with awful knives, sharp on the inside like a sickle, and dead shots with even the primitive weapons they go hunting with. Nor need the Burmese be omitted—a big, burly, good humored race, now very friendly to the English they have shown themselves terrible fighters. Nor should we leave out the Malays and the Arabs who fill the coasting vessels and even short voyage craft from the Straits of Babelmandeb to Hong Kong. They are excellent seamen and brave men, too.

THE OFFICERS AND TROOPS.

As to officers to command the new battalions able to speak the native languages there are plenty of them. The disestablishment of three great armies has left hundreds of them shelved in retirement or occupied in civil pursuits under the government. And if the word of command is to be delivered in English instead of in Hindustani, as hitherto, the rifle volunteers of England, or even details from the line, could be relied on to furnish any number of wing commandants and adjutants.

Like all Asiatics the native troops of India are prone to panic, and when their leaders are slain are apt to run like sheep, just as their troops did in the days of Darius and Xerxes. Brigaded with Europeans and under European officers, their natural dash and bravery are supplemented by dogged stubbornness. How they fought in Cabul in a fearful winter on very short rations; at Lucknow against very heavy odds, and in hundreds of other places, is matter of history. Hero worship is a strong characteristic. When they like an officer they love him and would die for him. They will travel in their old age hundreds of miles on foot to see an officer under whom, in his callow youth, they may long ago have served. In spite of caste Brahmins have nursed officers and their wives when stricken helpless, with all their servants, by deadly fever, with the devotion and tenderness and delicacy of Miss Dix or Florence Nightingale, or the noble Sisters of Charity in our war, and not shrunk from performing the most loathsome offices of the sick chamber. There is a sort of childish gayety and innocence running through the character of all these Indian soldiers, whatever their diverse race, which is very charming. They are almost uniformly good tempered, pleasant in address, prompt in obedience, and yet with a warlike sort of independence utterly removed from the servile making obsequiousness of their civilian countrymen. They seem to hold themselves in comradeship of arms in mutual self-respect on a grade with their superiors, and yet their manner is devoid of presumption. In fact, to those who know and understand him, the native soldier of India is a remarkably good sort of fellow. Caste, of course, sets a good deal in the way with some of them, but many are not troubled with it at all, and all relax its observances on occasions. They are always ready for hunting or fishing or anything in the shape of sport; many of them are excellent cricketers, and the Madras sappers and miners, very black and low caste men, of grand physique, officered by the royal engineers and wearing the same uniform, barring a tall black puggri or turban instead of a busby, are notorious for having "no prejudices." They will drink rum and eat salt horse or mess pork with any Jack Tar from Portsmouth or long-legged dragoon from Yorkshire.

THE MATTER OF PHYSIQUE.

Except the Sikhs and Punjaubees, who are fair, big men, not unlike handsome Scotchmen in face and physique, and the Ghoorkas, who are little, stocky, bandy-legged animals, the majority of the natives are slender, sinewy fellows, and weigh little, though the average height is good, and the Bengalis and Telingas of the Coromandel Circars (where were raised on an emergency the famous "Now or Never" Chicacole regiments) are far above the average height of Europeans. They are all fond of holidays, and they get plenty of them. Both Mohammedans and Hindoos have very numerous religious festivals, and for some of them, such as the Mohurrum of the former and the Ayudhya of the latter, several days' leave are always granted. These feasts have often been described in detail. Their main features are a tremendous amount of noise, grotesque masquerading, puppet shows, nautch dancing, fireworks, any amount of gilt gewgaws and tale and tinsel shrines and tabernacles, wrestling, fencing, jumping, running, the temporary bankruptcy of the joyous participants and an utter absence of strong liquor and headaches—except for the Europeans, who are obliged to lend the light of their countenance and disburse all their spare cash to help the hurly burly. They also have weddings and other domestic festivities, which are scarcely distinguishable in kind or degree from their religious observances. All these things keep the soldiers poor, a complaint that seems to affect military men in all climes.

Yes, it would be easy for England to raise troops who know the use of their weapons as it was for us to raise recruits who didn't know the butt from the muzzle of a gun, just by paying for them. Suppose, though, she should raise too many! Perhaps they might mutiny. It would be odd if John Bull were hoist by his own petard and London were prepared for the coming New Zealanders by a Frankenstein army drawn from India in order to humiliate Russia.

PRIVATEERING.

Past and Present of the Profitable Though Risky Business.

CURIOUS HISTORIC GLIMPSES.

How Americans Have Reaped Wealth in Wars Between Foreign States.

THEY WOULD DO IT AGAIN.

BALTIMORE, May 7, 1878.

It was Sam Patch, I believe, who said that "some things can be done as well as others," and went through a strange career prosperously enough on that maxim. The London *Times* thinks that the neutrality acts and the Treaty of Washington together give Great Britain a certain immunity from Russian privateersmen and letters of marque and reprisal. Here in Baltimore, where we know something about privateering from old experience—this port having been the great central point of maritime adventures of this sort, from the war of the Revolution down to the late civil war, not to speak of South American ventures and a little bit of piracy in the Antilles and of slave dealing in Congo—we think differently. The Baltic is not more capable of being blockaded, if so much so, as the Chesapeake. Yet, in our two wars with Great Britain, there sailed from the Chesapeake alone over three hundred sail of private armed vessels to prey upon British commerce. The commercial activity of Baltimore, for which this city was more conspicuous fifty years ago than at present, rests indeed upon the hardy seamen made and the large fortunes acquired by privateering. That trade was to Baltimore what the fisheries were to Massachusetts Bay—the nursery of seamen and the fosterer of enterprise. Our Baltimore sailors preyed upon British commerce as Drake and his stout British sailors preyed upon Spanish commerce, and as the hardy seamen of the Baltic will prey upon England's sea trade, in case of war ensuing in the present quarrel. How costly to a country's commerce an active enemy can make this trade may be gathered from or three facts which have lately been gleaned from the dusty records of the past by the industry of Colonel T. Thomas Scharf, the able antiquarian. In the course of his investigations and researches for his forthcoming history of Maryland, Colonel Scharf has found, from the actual records of the Council of Maryland, that up to April 1, 1777, licenses to privateers were issued by the Maryland Council of Safety, and that these vessels were so active that their prizes captured and sent in to the Chesapeake realized over $1,000,000. From April 1, 1777, to March 14, 1783, a period of six years, the privateers which sailed out of the Chesapeake furnished with letters of marque and reprisal numbered 248, carrying in all 1,810 guns and 640 swivels. This was with a British fleet at Hampton Roads and inside the capes nearly all the time. The damage which this flotilla of privateers must have done British commerce was very heavy. All the merchants who sent out these letters of marque left fortunes. Again, in 1812, after the declaration of war, Colonel Scharf informs me and shows me the record of the fact that in less than five months Baltimore had sent to sea forty-two armed vessels, carrying 330 guns and manned by 3,000 men. The captures made by many of these vessels averaged $2,000,000 and $3,000,000 each.

UNDER THE FRENCH FLAG.

In 1793, when the war broke out between France and Great Britain, Baltimore sent to sea some forty or fifty privateers under the French flag to cruise against British commerce. A great number of these vessels were afloat within three months after the declaration of war, and they were not only equipped, armed and fitted out in our port, but they were owned, officered and manned by our citizens. These vessels were in the French and Spanish service even after the British cruisers blockaded every French and Spanish port from Antwerp clear to Genoa, and they continued to make captures while the war lasted. The records of the Supreme Court of the United States abound with admiralty appeals in cases of this kind during the French war, the British owners trying to recover their vessels captured by American privateers sailing under the French flag. They very seldom succeeded, however.

AIDS TO SOUTH AMERICA.

When the South American war of independence occurred Baltimore furnished a good many privateers to nearly all the new States. The Commodore of the Colombian navy was a Baltimorean, and our city fitted out privateersmen for Venezuela, Chili, Buenos Ayres, Peru and several other States, which preyed both upon Spanish and Portuguese commerce. The Portuguese Minister in 1816 complained to President Monroe that twenty-six of these vessels had been fitted out and armed in Baltimore alone, and in 1819 they were reported to have captured fifty Portuguese vessels.

A SPANISH COMPLAINT.

The British, in the Revolutionary War, spoke of the Chesapeake Bay as "a nest of pirates," and the Spanish Minister at Washington in 1817, Don Luis de Onis, wrote to Mr. Monroe that "it is notorious that * * * whole squadrons of pirates have been fitted out" from Baltimore and New Orleans. He complained that the privateer Swift, which, sailing under the flag of Buenos Ayres, had just captured the Spanish polacca Pastora, "is now in Baltimore River, and her captain, James Barnes, who has so scandalously violated the law of nations, the neutrality of this government and the existing treaty, has had the effrontery to make a regular entry of his vessel at the Custom House of Baltimore, declaring his cargo to consist of bales and packages, containing silks, laces and other valuable articles, all, as you may suppose, plundered from the Spaniards." This reads like some of the letters of Minister Adams to Earl Russell in regard to the treatment of the Alabama in Jamaica and of the Shenandoah in Australia. To suppose that these things will not occur again is simple folly. As long as privateering can be made profitable it will be pursued, its conditions adjusted to the changed circumstances of the times. Captain Semmes, in his steamer Alabama, was but a modernized version of Captain Barnes in his Baltimore clipper schooner Swift. Don Luis de Onis also makes mention of the Orb, the Marte, the Paz and the Romp, all "pirates" sailing out of Baltimore in search of Spanish commerce and gobbling it up a million dollars at a time. He is also grieved on account of the misdeeds of "the corsair Mongore," the Potosi (alias the Spartan), the Independencia del Sud (Commodore Chaytor), the Congreso, the Regent, the Republicano, the Alerta, the Calypso, the Clifton, the Felix Cubana and the Young Spartan, all of Baltimore.

SYMPATHY AND PROFIT.

It was the acts of these vessels which led to the treaty with Spain in 1829. The improbability of preventing this sort of irregular warfare rested upon two facts:—First, the people of Baltimore sympathized very strongly with the rebellious States of South America; and, second, the business of privateering was very profitable. For instance, in one of his letters Don Luis de Onis, writing to Mr. John Quincy Adams, Secretary of State, says in regard to the arrival of some privateers at Baltimore, that they had come "for the purpose of conveying to the parties interested at Baltimore the proceeds of their spoliations on the Spanish commerce, and, among others, that of the Philippine Company's ship Triton, to the amount of $1,500,000, captured by the pirate Independencia del Sud, and carried to Buenos Ayres to be sold there."

AN HONEST ENTERPRISE.

A business so profitable as this is sure to be considered honorable also. And indeed I find, from the curious list of names of vessels and owners engaged in privateering during our Revolutionary War that the very best people in the State followed the precarious trade industriously, and the foundations of the most solid fortunes in the State were thus laid. Not only that, but many French, Dutch and Spanish merchants sent out money to Baltimore and bought shares in our privateering adventures. The privateer was the nurse of the infant navy of the country, and many of our most distinguished naval officers began their careers as captains or officers of Baltimore privateers. I need only refer to the names of John Rodgers, David Porter, Alexander Murray and Joshua Barney to convince you of the stuff our early privateersmen were made of. Among those who sent out the vessels and embarked in this sort of risks, I find (from Colonel Scharf's memoranda) the most venerable and respected names in the State and country. I find Robert Morris, the great financier of Philadelphia, the friend of Washington and of Franklin, sending out, as his own private venture, the brigantine Lively, James Belt, master, carrying ten guns and two swivels. I find John Johnson, of Annapolis, afterward Chancellor of the State, making several ventures, while Samuel and Robert Purviance and Robert and Alexander McKim each sent out a private vessel about once a month. Among the other patrons of this productive and patriotic piracy may be mentioned David Bowley, Alexander Buchanan, Samuel Hughes, William Spear and William Smith, each of whom gave a dock or quay bearing their name; James Calhoun, afterward Mayor of the city; Thoroughgood Smith, Mayor; William Patterson, father of Mme. Bonaparte; David Stewart, John Dorsey and Captain Charles Ridgely, of Hampton. Other Baltimore names of well known and prominent families which occur in these lists are Sterett, Vanbibber, Hooper, Williams, McLure, Hammond, Lane, Magruder, Hollingsworth, Carson, Norris, Dennis, Muir, Nisbett, Pringle, Handy, Jaffray, Yellott, Worthington, &c. Besides Mr. Morris a good many other Philadelphians speculated in this business, and I find the names also of Spanish merchants of Cadiz and Havana and of a French sutler with the army at Yorktown engaged in making privateersmen ventures.

BOLD AND SUCCESSFUL.

The majority of those Baltimoreans who speculated in privateersmen got rich, as I have said, and the vessels and goods captured gave a great impulse to the trade of Baltimore, so that in 1799 our exports exceeded $16,000,000. As soon as the war of 1812 broke out our privateers swarmed the sea in search of British vessels, and the prizes came in thickly, in spite of the fact that the Chesapeake was closely blockaded and its shores constantly ravaged. Sir Peter Parker (Lord Byron's friend) had a large fleet, but he could not prevent the privateers from going out, nor the prize crews from fetching their capture safe to port. The Rossie, in forty-five days, took prizes valued at $1,289,000. The next cruise of this vessel, from July to November, yielded $1,500,000. The Rolla in a brief cruise took seven vessels, 150 men and $2,500,000. The Amelia in eighty-five days took $1,000,000. The Harpy in twenty days took $500,000. The damage done by these vessels to British commerce is hard to exaggerate. In three years our privateers captured over two thousand vessels, of which nearly one-third were taken by the Baltimore letters of marque. So bold were our privateers that one, the Chasseur, Captain Boyle, actually sent a cartel to London, while cruising in the British Channel, with a notice to be stuck up in Lloyd's Coffee House, to the effect that, in imitation of Sir John Warren and Sir Alexander Cochrane in American waters, he proclaimed a paper blockade of "all the ports, harbors, bays, creeks, rivers, inlets, outlets, islands and sea coast of the United Kingdom of Great Britain and Ireland."

POSSIBILITIES IN THE FUTURE.

"Some things can be done as well as others." The facts above given are more than sufficient to show two things—first, that what the Baltimoreans have done from the Chesapeake the Russians can do from the Baltic; and, second, that so long as privateering can be made profitable private persons will speculate in letters of marque, just as, during our civil war, private persons in Great Britain speculated in blockade running. Of course the new sort of privateers will be swift steamers, regularly commissioned by Russia and commanded by Russian officers; but they will be American built steamers, and they will have American crews and American armaments. There is nothing in the world to prevent, and especially no power in the United States government or the British government to prevent, twenty such vessels from being built at New York or on the Delaware—as the Alabama was built at Birkenhead—and sent to the Danish West Indies to receive their armaments and crews; or, if that could not be done, these vessels could go to the Baltic or to the Amoor River or to Kamtchatka and there receive their armaments. However the thing is done it will be done, and a dozen such war vessels on the Atlantic, besides capturing an untold store of wealth, would be able, in six weeks, to drive every line of British steamships from the ocean. It will be simply impossible for Great Britain to prevent injurious evasions of the Neutrality laws by our American shipping agencies, with so large profits to be gained and such a strong sympathy with Russia as pervades some classes of our people. The case will be similar to the cases of Spain and Portugal in 1817, which, indeed, were referred to by the British Consul before the tribunal at Geneva in proof of the impossibility of preventing such things. The language of the Spanish Minister, where he says that with regard to the privateers in Baltimore, though the facts he presented concerning them were well known, it was in vain to seek evidence to prove them, "as a great portion of the commercial people of Baltimore being interested in the cases which produce my present reclamations, no one is willing to come forward and offer testimony against what is termed the general interest," is embodied in the official brief offered by the British Consul at Geneva, and was made a part of the special plea.

CITIZEN GENET'S PRIVATEERS.

In 1793, when the French National Convention declared war upon England and Holland, Citizen Genet came out to this country to negotiate a treaty of alliance with us. Genet was a violent-tempered Girondist, and came with the reputation of involving us in a war with Great Britain. He had the sympathy of Jefferson and the republican party of the country, and indeed nearly all the people were partial to newly freed France and hostile to Great Britain. The wound of the Revolutionary war was still green, and we still hated "perfide Albion." Besides, that country was doing her utmost to drive our commerce from the seas, and British cruisers were everywhere insisting upon the right of search and impressing American seamen. The Indians, too, were committing constant atrocities upon the frontiers, and these, in the heightened imaginations of the people, were incited by the British authorities in Canada.

It was in the face of these heated feelings that Washington issued his proclamation of neutrality April 22, 1793. Genet had arrived in the country on the 8th, landing at Charleston, and he proceeded at once to disregard the proclamation and organize a system of privateering. He had not been in the country a week before he had commissioned four vessels to sail as privateers. He also authorized the French Consul in one town to hold prize courts and condemn and sell vessels captured by his privateers, and he then made a triumphant progress from Charleston to Philadelphia, organizing red republican clubs and preaching hostility to England. Mr. Hammond, the British Minister, vigorously remonstrated with Mr. Jefferson, the Secretary of State, who, in reply, announced the doctrine that [redacted] Genet, however, was not satisfied. He went on from one bold act to another until at last, after fitting out a privateer in Philadelphia, he refused to detain her at the request of the government, and insolently avowed that if the attempt was made to detain her he would meet force with force. Genet was recalled in 1794, but he continued to send out privateers as long as he remained in the country, and his consuls followed his example. For some of the captures made by these vessels our government made restitution, but not for the majority of them. That privateering existed and could not be suppressed from 1793 to 1820, and that this was done (except during the period of the war of 1812-15) by American vessels, capturing the vessels of friendly Powers, is evident enough from the records of the Supreme Court of the United States.

WHAT MAY BE.

What is to prevent the recurrence of this sort of thing in case of a war between Russia and Great Britain? It is inconceivable that it should be supposed as long as Russians wish to make war and there are British vessels upon the high seas to make war upon. It will be very easy for Russia to commission officers to command American steamers as Russian men-of-war, and it will be very easy for American shipbuilders to build them if the money be forthcoming. There are thousands of Russian nobles, the holders of great estates, who now embark their capital in trade, manufactures and various sorts of industries. It will not be difficult for these to transfer their money to privateering, and thus combine profit with patriotism. That they will do it every one is aware who knows the Russian noble's character.

RUSSIA AND AUSTRIA.

AUSTRIA TO TAKE COMPENSATION IN BOSNIA AND HERZEGOVINA—TERMS OF THE REPORTED COMPROMISE—ENGLAND BUYING FRENCH HORSES.

LONDON, April 26, 1878.

It is thought here in diplomatic circles that Count Andrassy has made up his mind to take compensation in Bosnia and Herzegovina, either by direct annexation or by the constitution of a western principality under the control of the government of Vienna, and at the same time to oppose the aggrandizement of Montenegro. It is held for certain that the latter point is one of the *sine qua non* conditions of the Russo-Austrian compromise. To that tendency is ascribed the so-called anti-Montenegrin movement, which is promoted by Austrian consular agents in the districts of Bozino and Podgoritza. I am informed, on what I have reason to know is trustworthy authority, that the principles of the compromise arrived at between the courts of Vienna and St. Petersburg may be summarized as follows:—

THE AUSTRO-RUSSIAN COMPROMISE.

1. In the event of the Bessarabian question being settled according to the Russian programme, the international regulations and neutral status of the mouths of the Danube to remain unchanged and the river to be interdicted to all men-of-war, even to gunboats of more than 250 tons register.

2. The annexation of Ottoman territory to Montenegro to be given up, pecuniary compensation being substituted therefor.

3. The western frontier of the projected Principality of Bulgaria to be rectified in such a manner that the road to Salonica shall remain open for Austria.

The Mitrovitza-Salonica Railroad, at which this last clause especially aims, starts from the extreme southeastern corner of Bosnia, between Servia and Albania and runs in a southeasterly direction, first along the River Ibar to Prischtina, and then down the valley of the Vardar to the Gulf of Salonica through Skoplja, Koprili and Gradischka. The acceptance of the compromise by the Russian Foreign Office is, indeed, as great a concession to the pro-Hungarian feeling as might have been expected.

SIGNS OF THE TIMES.

It is said that the Russian War Office has just sent to the iron works of the Liege district enormous orders for steel plates, and that the French government are considering the advisability of establishing an export duty of 300f. to 400f. upon horses (in imitation of Germany and Switzerland). This protective step is taken in consequence of the *razzia* which is now being made in Normandy and the Western departments by the English government agents. No less than twenty thousand horses are said to have been purchased in France by the agents within the last few days, price being apparently no object. It is feared that the remounts of the French cavalry may be endangered by such wholesale buying.

WADDINGTON'S GRAND CROSS.

The Belgian Cabinet (clerical) has presented M. Waddington, the French Minister of Foreign Affairs, with the Grand Cross of the Leopold Order. It is conjectured that this sudden act of courtesy may be closely connected with the impression caused in France by the revelations of the NEW YORK HERALD concerning the military vassalage of Belgium under the German Staff.

TOOLS AND MACHINERY.

English Table Cutlery Virtually Driven Out of the American Market.

WHY WE CANNOT MAKE RAZORS.

Always Ahead Where Labor-Saving Machinery Comes Into Play.

An American Machinist's Respect for Scotland.

TURNER'S FALLS, MASS., May 2, 1878.

The great Hoosac Tunnel line, by which New England receives from the West the product of the mine and scatters in return the product of her indomitable skill all over the country, marks at the very outset of the road the various stages through which industrial development is passing. Not many miles west of Boston the first dawn of that imaginary decay which hangs like a nightmare over some of the New England manufacturers, and to which I particularly alluded in my last, becomes visible even to the casual observer. Not many years ago the agricultural implements for the entire West were here invented, manufactured and improved, and this section of the Republic had virtually a monopoly of this entire industry. But the Western States have learned their lessons by this time, and now the great bulk of these ingenious machines are made where they are most required. Of course, the plough and threshing companies still abound there, and their wealth accumulated in the past still retains for them the command of certain lines of that industry, yet one can plainly see that the glory of the Ames family is slowly departing amid the constant increase of agricultural implements no longer made in Massachusetts. And yet there exists no reason whatever why this single item in the long list of manufactures should at all alarm even the practical thinkers of Boston, who, as I have already stated, regard this as a very important warning, which they have taken to heart rather strongly. Any number of new industries and enterprises have since taken the place of this monopoly, as is so effectually illustrated by the straw hat factories at Foxborough, the organ factories which to-day even supply Europe with musical instruments, the silverware manufactories in Rhode Island, as well as Massachusetts, the great wire cloth industry at Clinton, the copper works at Taunton, the paper manufactories at Fitchburg and Turner's Falls, and last, but not least, the great tool and cutlery works, especially at the latter place. Passing Ayer Junction, where one of the agricultural implement factories is located, a fellow traveller remarked, "I guess we can afford to make a few less ploughs, while so many new things are springing up all around us." The very Hoosac Tunnel line alone, though only open for through traffic since 1874, shows by the amount of freight it moves—no less than 400 cars per day from and to the seaboard—that New England is as far removed from any danger to her industries as the inventive genius of the modern Yankee is removed from an imaginary limit. And still this line runs almost parallel with the old Boston and Albany Railroad, where local traffic has not in the least been affected by the success of this great national enterprise, which finds its equal only in one other place on the habitable globe—the Mont Cenis Tunnel.

EFFECT OF THE CLIMATE UPON INDUSTRY.

Here, too, along this line of railroad, which has opened the eyes of many New England men beyond the cotton spindles, one finds here and there individuals who maintain that Lowell and Lawrence will never attain that superiority which is the land dream of the cotton manufacturers of our day. "Did you ask them why they keep up such an artificial heat in their factories?" asked an ex-manufacturer at Fitchburg. I acknowledged that I did notice, when at Lowell, that the mills were very warm, but that I attributed it then to my not being accustomed to the atmosphere of factories generally. "No, sir," he replied, "it is artificial, done for the purpose of keeping up a mild temperature. The truth is, our climate does not enable us to do so much with the fibre as England does. In England the climate adds strength to the fibre when being spun. The result is that, with their climate, they average 600 skeins to the pound, while in this country not a single mill can get more than 110 skeins to the pound. A skein means 840 yards. Hence the fibre over there gives out more skeins, and they get a finer fabric. That is the reason why they use so much steam there at Lowell and Lawrence, and they would make it if they could an artificial climate. If our climate was only a little more moist, not so uneven, we might hope to get out more skeins to the pound of cotton than we do now." I could not fail to listen to the gentleman with considerable interest, as he informed me that he had been brought up in a cotton mill, had all his lifetime been a manufacturer, but had turned his mind to other matters in later years. He added:—"As you go further West you will notice that the property of the country does not at all depend upon our cotton fabrics. It is a great factor, but in New England at least it is not king, though powerful."

SAWS FOR THE LUMBERMEN OF THE WEST.

It was not many minutes before the very demands of the great West were tangibly before my eyes. The giant forests would not so easily be laid low by thousands of lumbermen if the latter did not possess the tools to make the lumber marketable, and at Fitchburg is a saw manufacturing company which supplies nearly the whole of Michigan and Wisconsin with circular saws for that especial purpose. "Only" said Mr. Symonds, one of the proprietors, "we cannot go to the market and buy steel; it is not good enough. We must have it made specially for us at Fitchburg, and the result is that exports have declared our saws equal to those made by Speer & Jackson, of Sheffield." This complaint about our American steel has been made to me by several manufacturers and interferes greatly with the efficiency of American tools—a subject that will receive further attention when that particular industry comes to my notice at Fitchburg. I asked him if his saws were as good as the English why did he not seek a foreign market for them? "Because," he said, "the hundred circular saws we make per month are readily taken up by our own Western people, though there are houses, notably one in Philadelphia, which do export saws, not only to South America but to all parts of the world. So far there has not been an over production in our line to seek particularly for a foreign market. There is a great deal to be done yet by the steel manufacturers before we can find it all of such good quality as to warrant us to go outside of our present work."

AMERICAN VS. SCOTCH MACHINERY.

At the Putnam machine shop, in Fitchburg, one of the largest in the Eastern States, the gentleman in charge of the works regretted that the price of skilled labor in this country was so high as to prevent them from competing with Scotch machinery. "We have tried and succeeded," he said, "in several foreign countries with small machinery, such as is needed in shoe factories and the like, but when it comes to the heavy work, such as is required for large steamers, they beat us in price, and, let me be honest, in quality also. Sewing machines and gun machinery are all small stuff, but when it comes to downright heav