

We now come to the consideration of the present aspect of affairs, and next present the reader with the best authenticated statement of the navies of the world in the year 1840.

TABLE 6.

Statement of the Naval Force in each Empire, Kingdom, and Government in Europe and America, March 1, 1840.

COUNTRY.	England.	France.	Russia.	United States of America.	Turkey.	Egypt.	Sweden.	Holland.	Denmark.	Austria.	Spain.	Naples.	Sardinia.	Chili.
Ships of the line }	120	49	50	11	15	12	11	11	6	8	3	—	—	—
Frigates..	141	62	25	30	15	7	8	21	7	8	4	2	6	2
Other ves.	317	242	40	16	18	10	14	52	15	22	9	12	10	2
	578	353	115	57	48	29	33	54	28	38	16	14	16	4

NOTE.—The Baltic and the Mediterranean States possess vast numbers of gun-boats; Holland and Norway also maintain an effective force of this description.

* The Americans have advertised a contract for timber for building eleven more ships of the line.

The above table comprises all the vessels enumerated as belonging to the navies of the several states, and includes, along with those serviceable, the ships in various stages of building, as well as those disposed of as hulks, many of which are not worth repairing. We are aware that our statement differs in some respects from that put forth by Sir John Barrow and others, who have included only such vessels—in the English list particularly, as are in commission, building, or in a good state of repair. For the purpose of contrasting with Table 3, at p. 372, we have, however, thought it advisable to adhere to the same rule which governs that enumeration. We now proceed to the work of dissection, commencing with the British navy.

The ships of the line are divided into rates, viz. first, second, and third. The first-rates, comprise all ships of three decks, from 104 to 120 guns; the second-rates extend from 80 to 90 guns; the third-rates from 70 to 78 guns. Frigates comprise the fourth, fifth, and sixth-rates, and all rated ships are commanded by captains, formerly called post. The sloops and inferior vessels are commanded by commanders, lieutenants, and masters. These rates are again subdivided into classes; but the whole is best explained by the following Tables, describing the dimensions and armament of one or more vessels belonging to each class; which we think necessary, because the proportions adopted by different builders vary so materially.

TABLE 7.

Dimensions of Ships and Vessels belonging to the British Navy, March 1, 1840.

Names of one or more Vessels of each Rate and Class.	Length,		Breadth.		Depth in hold	Tons.	Light draught of Water.			BUILT.								
	Gun Deck.	For Ton.	Ex-treme.	For Ton.			Forw.	Aft.	When	Where.	By whom.							
												ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	
First Rate of . . . 120 Guns. Caledonia	205	5	170	4	55	7	54	8	23	2	2712	15	10	1s	2	1808	Plymouth	Sir William Rule.
110 Queen	204	2	166	5	GO	0	59	2	23	9	3104	14	-3	18	11	1839	Portsmouth	Sir William Symonds.
104 Princess Charlot.	198	3	164	0	53	10	52	11	22	6	2443	14	5	17	5	1825	Portsmouth	On lines of Victory, as Sir Thomas Slade,
Second Rates . . . 90 Rodney	205	6	170	0	54	5	53	10	23	1	2626	15	2	18	3	1833	Pembroke	Sir Robert Seppings.
84 Canopus	193	10	159	7	52	3	51	6	23	4	2257	13	2	19	0	1796	Toulon	Captured at the Nile, as French Franklin,
80 Vanguard	190	0	155	0	57	0	56	3	23	4	2609	15	5	18	s	1835	Pembroke	Sir William Symonds
Third Rates . . . 78 Bellerophon	192	0	159	7	49	11	49	2	21	0	2056	13	2	19	0	1818	Portsmouth	Sir Henry Peake.
72 Edinburgh	176	6	145	4	48	7	47	10	21	0	1772	13	0	17	7	1811	Thames	Surveyors of the Navy.
70 Boscawen	A new class, dimensions unknown.													blndg	Woolwich	Sir William Symonds,		
Fourth Rates . . 50 President	173	5	146	11	44	10	44	3	14	2	1537	11	1	16	6	1829	Portsmouth	Surveyors of the Navy.
50 Razee, Barham	176	0	144	11	48	4	47	9	13	10	1761	13	6	16	7	1811	Blackwall	Surveyors of the Navy.
50 Vernon Class.	176	0	144	6	52	8	52	0	17	1	2082	13	6	17	6	1832	Woolwich	Sir William Symonds.
Fifth Rates . . . 44 Endymion ditto	159	3	132	3	43	1	42	7	12	4	1277	10	3	15	5	1797	Thames	As the old Pomone.
42 Blonde	155	1	143	2	40	3	39	9	13	6	1103	10	6	13	s	1819	Deptford	On lines of Euryalus.
38 Belvidera	145	0	121	9	38	7	33	2	13	3	946	10	9	14	10	1809	Deptford	Sir William Rule, as ditto,
36 Castor	159	1	133	6	43	1	42	8	13	6	1295	12	8	15	2	1332	Chatham	Sir Robert Seppings.
Sixth Rates { 36 Inconstant	160	1	133	5	45	5	44	9	13	7	1422	12	9	15	5	1836	Portsmouth	Captain Hayes,
'Class 1. 36 Pique	160	0	130	9	48	10	48	5	14	7	1633	13	2	16	10	1834	Plymouth	Sir William Symonds.
26 Vestal	130	0	105	9	40	7	40	3	10	10	913	10	0	15	4	1833	Sheerness	Sir William Symonds.
24 Curagoa	145	2	121	11	38	9	38	4	13	4	953	11	8	14	0	1809	Merchants' Yard	Sir William Rule.
Class 2 20 Calypso	A new class, dimensions unknown.													blndg	Chatham	Sir William Symonds.		
26 Andromache	130	0	108	8	35	6	32	2	10	6	717	11	5	13	7	1832	Pembroke	Sir Robert Seppings.
26 Aligator	113	8	94	s	31	10	31	6	9	0	500	9	10	11	6	1821	Cochin	Surveyors of the Navy,
18 Dido	120	0	99	0	37	8	37	4	18	0	734	10	4	14	6	1834	Pembroke	Sir William Symonds.
Sloops, Brigs, &c. 20 Pearl	118	9	94	9	33	7	33	3	9	0	558	7	6	11	6	1828	Wivenhoe	Mr. Sainty.
18 Rover	113	0	90	0	35	5	35	1	16	9	590	9	7	12	5	1832	Chatham	Sir William Symonds.
18 Harrier	114	4	93	6	31	7	31	3	s	2	486	9	4	11	9	1831	Pembroke	Dr. Inman
16 Columbine	105	0	84	0	36	6	33	2	7	11	492	8	3	12	10	1826	Portsmouth	Sir William Symonds.
16 Childers	100	0	77	2	30	11	30	7	12	10	355	7	9	11	11	1827	Chatham	Sir William Rule.
Ditto (Old Class) 10 Algerine	90	1	72	5	24	6	24	6	11	0	231	8	0	10	1	1829	Clatham	Sir Henry Peake.
Ditto (New Class) 10 Pantaloon	90	0	71	4	29	4	29	2	12	s	323	7	1	11	4	1831	Toom	Sir William Symonds
10 Waterwitch	90	6	71	7	29	4	29	2	12	8	324	7	1	11	4	1832	East Cowes	Mr. White.
Brigantines . . . 3 Dolphin	90	7	71	3	29	3	29	0	14	7	319	6	10	9	9	1836	Sheerness	Sir William Symonds,
3 Brisk	90	0	73	10	24	8	24	6	11	0	237	7	9	10	10	1819	Chatham	Sir Henry Peake.
Packets (New Class, Express)	95	0	74	10	30	3	30	0	14	8	358	7	9		1	1835	Deptford	Sir William Symonds,

Deducting from the enumeration of English ships (see Table 6, page 375) all those which are considered unserviceable, the remainder may be described under three heads, namely, those in commission-in ordinary-and building. We shall limit our detailed remarks to the ships of the line, and individualize them, for the purpose of contrast with the peace establishment of 1792, enumerated in Table 2, at page 371. In both cases the guard-ships are included, but in the annexed list we have detached them from the sea-going and effective ships. It is true that the three flag-ships, Britannia, Howe, and Impregnable, are but partially manned, but they have all their stores prepared-for the most part on board, their armament fitted, and, the nucleus of the crew being formed, they could be got ready for sea at a very short notice. There is, in fact, a reserve kept in the ordinary at each port, for the purpose of manning these ships, should urgent necessity demand their services, and they could be sent to sea in twenty-four hours.. Complaints have been made, and reiterated in parliament, that these three flag-ships are but partially manned ; and that other ships of the line, instead of being stationed in England, as heretofore, are kept at Lisbon. With reference to the first complaint, we may observe, that whether we refer to 1830, or the years that intervened after the peace, during which our naval affairs were in the hands of a Tory administration, these flag-ships had no larger crews than at present, neither do we conceive it to be necessary, when means exist to complete them ; and, secondly, that ships are quite as available in the Tagus for reinforcing foreign stations, as if stationed in England, while their crews are maintained in better discipline. Besides, it appears to us, that the government are best acquainted with the state of our foreign relations, and, being responsible for their measures, are the proper and only judges for disposing of the force they think necessary to maintain. We next recapitulate the dimensions of the ships of the line in commission for the purpose of contrast with Table 2, and by turning to the scale of armament (Table 8) the actual force of each ship can be ascertained.

TABLE 9.-A List of Her Majesty's Ships of the Line in Commission on the 1 st of March, 1840.

Name.	Guns	Captains.	Length.					Built.		How employed.
			Gun Deck.	Keel.	Breadth Extreme.	Depth.	Tons.	When.	Where.	
Britannia	120	{ Admiral Sir E. Codrington Captain J. W. Montagu }	ft. in.	ft. in.	ft. in.	ft. in.				
Howe ...*	120	{ Vice-Admiral Sir R. Otway Captain Lord Clarence Paget }	205 0	170 9	54 7	23 2	2,616	1820	Plymouth	Portsmouth.
Impregnable	104	{ Admiral Sir G. Moore Captain Henry Eden }	205 0	170 7	54 7	23 2	2,619	1815	Chatham	Sheerness.
Princess Charlotte	104	{ Admiral The Hon. Sir R. Stopford Captain A. Fanshawe }	196 8	162 10	53 6	21 9	2,406	1810	Chatham	Plymouth.
Rodney	92	Commodore Hyde Parker	198 3	164 0	53 10	22 6	2,443	1825	Portsmouth	Mediterranean.
Asia	84	Captain William Fisher	205 6	170 0	54 5½	23 1	2,626	1833	Pembroke	Mediterranean.
Ganges	84	Captain B. Reynolds	196 4	162 5	52 2	22 6	2,289	1824	Bombay	Mediterranean.
Powerful	84	Captain C. Napier	196 5	162 3	52 2	22 6	2,285	1821	Bombay	Mediterranean.
Thunderer	84	Captain M. F. F. Berkeley	196 1	161 11	52 2	22 6	2,276	1826	Chatham	Mediterranean.
Vanguard	80	Captain Sir T. Fellowes	196 1	161 11	52 2	22 6	2,279	1831	Woolwich	Plymouth.
Bellerophon	78	Captain C. J. Austen	190 0	155 0	57 0	23 4	2,609	1835	Pembroke	Mediterranean.
Cambridge	78	Captain Edward Barnard	192 0	159 7	49 2	21 0	2,056	1818	Portsmouth	Mediterranean.
Revenge	78	Captain the Hon. W. Waldegrave	187 2	154 10	51 8	21 7	2,139	1815	Deptford	Sheerness.
Donegal	78	{ Rear Admiral Sir J. A. Ommaney Captain John Drake }	183 2	150 5	50 9	21 10	1,954	1805	Chatham	Mediterranean.
Edinburgh	72	Captain W. W. Henderson	182. 0	150 5	49 6	21 10	1,794	1794	Toulon	Mediterranean.
Hastings	72	Captain ... Lawrence	176 6	145 4	48 7	21 0	1,772	1811	Thames	Mediterranean.
Implacable	72	Captain E. Harvey	176 0	145 4	48 6	21 0	1,763	1818	Calcutta	Lisbon.
Wellesley	72	{ Rear Admiral Sir F. L. Maitland* Captain Thomas Maitland }	181 0	148 5	49 6	20 7	1,882	1800	Rochfort	Mediterranean.
Belleisle	72	Captain J. T. Nicolas	175 10	141 11	48 4	21 0	1,746	1815	Bombay	East Indies.
Benbow	72	Captain H. Stewart	174 3	143 5	48 1	20 0	1,709	1819	Pembroke	Mediterranean.
Blenheim	72	Captain Sir H. F. Senhouse	174 3	145 1	48 8	21 0	1,773	1813	Rotherhithe	Mediterranean.
Melville	72	{ Rear Admiral the Hon. G. Elliot Captain the Hon. R. L. Dundas }	175 9	144 6	48 5	21 0	1,747	1813	Deptford	Destined for China.
Guard Ships in the Ordinary.										
Ocean	80	Captain Sir J. Hill	176 2	144 9	48 8	21 0	1,768	1817	Bombay	Cape of Good Hope.
Poictiers	74	Captain J. Clavell	196 11	163 5	52 1	21 6	2,291	1805	Woolwich	Sheerness.
San Josef	104	Captain J. N. Taylor	176 3	145 2	48 6	21 0	1,764	1809	Upnor	Chatham.
Victory	104	Captain F. G. Loch	194 3	156 11	52 4½	24 3	2,457	1757	Spain	Plymouth.
			166 0	153 1	52 4½	21 6	2,164	1765	Chatham	Portsmouth.

* News of this distinguished officer's death has reached England since this Table was in type.

The frigates in commission, of all classes from twenty to fifty-two guns, amount to thirty, and, there are of smaller vessels, including also troop-ships, yachts, packets, and steam-vessels, 192 **more**, making altogether 248. Next, as to the ordinary, we find about sixty ships of the line, and seventy frigates of all classes, besides a vast number of small vessels, enumerated. A dozen of the line-of-battle ships, besides a few frigates, are kept ready for service, with all **their furniture**, stores, and armament **provided**, and known as "demonstration ships." About thirty more are in a good state of repair, and the generality considered serviceable with more or **less repair**. We have building twenty **ships of the line**, all first or second rates, except two of a new construction to carry seventy guns, (see Boscawen in Table 7.) These are in **different** stages of progress, some being **only just** commenced upon, while others -such as St. George and Trafalgar, of 120 guns each-are ready for launching, and several of the second rates in a forward state. The frigates **building are about ten** in number, of superior **dimensions**, with a proportion of smaller vessels, which, as well as the steam-vessels, are constructed with great rapidity, seldom occupying the building slips above twelve months.

In steam-vessels considerable progress has been made, as the following table will show. It was not until the year **1828** that the British navy possessed a single steamer; we have now seventy-six of all descriptions, comprising in the whole no less than 35,000 tons, and 10,661 horse-power.

Of these seven only are building, most of them nearly completed, and all, with the exception of three or four under repair, fit for service

TABLE 10.
Progress of Steam Vessels in the British Navy.

1828.	No.	4	Horse Power.	400
1829.	No.	7	Horse Power.	692
1830.	No.	8	Horse Power.	792
1831.	No.	11	Horse Power.	1,212
1832.	No.	14	Horse Power.	1,652
1833.	No.	19	Horse Power.	2,552
1834.	No.	20	Horse Power.	2,792
1835.	No.	21	Horse Power.	2,928
1836.	No.	23	Horse Power.	3,168
1837.	No.	24	Horse Power.	3,308
1838.	No.	55	Horse Power.	6,622
1839.	No.	61	Horse Power.	7,691
1840.	No.	76	Horse Power.	10,661

The steam-vessels in commission are fifty-six in number. It is necessary to state that about thirty of these steam-vessels are employed as packets, on the several lines between England and Ireland, and also between England and France ; and that even those employed on foreign stations are only partially armed at present, but capable of receiving more guns when considered necessary. One of the finest steam-vessels in the navy is the Cyclops, which we lately visited at Woolwich : she is 190 ft. long, 37 ft. 6 in. in breadth, 23 ft. depth of hold, and 1,200 tons burden. Her engines, of 300 horse-power, are by Messrs Seaward and Co., and for compactness of form, beauty, and excellence of workmanship, probably unequalled in the world. This noble vessel has a complement of 160 men ; she had on board 475 tons of coal-equal to between twenty-five and thirty days' consumption for full steaming ; also six months' provisions, and nine months' stores. Her armament consists of two guns of eighty-five cwt. and a bore of ten-inch diameter, one at each extremity, upon a circular platform, which permits it to be discharged ahead, or on either side ; and she has besides four sixty-eight pounders of sixty-five cwt. as broadside guns, and is capable of carrying twelve more on the main deck, if deemed necessary. The Cyclops has accommodation for a whole regiment of soldiers with all their equipage, and could transport them with ease and celerity to the Cape of Good Hope, without the smallest apprehension of falling short of provisions or coal on the voyage. When we consider her locomotive impulse, exceeding eleven miles an hour, her heavy armament, and great capacity, perhaps this the most perfect and powerful specimen of a destructive war-engine that ever traversed the ocean. Report assigned her destination to be China, but she has since gone to the Mediterranean. There are about a dozen of nearly equal power, and others building -some of them employed at present as packets.

When the reader reviews the data we have placed before him, and considers impartially what is here set forth, we think-whatever may have been the apprehensions instilled by the statements advanced to the contrary—he will agree with us, that we have no reason for alarm, either as respects our maritime resources, the state and extent of our effective and disposable force, or the facilities we possess for increasing it at present, as compared with past periods. Our article has run to such a length, that we must defer till next month our description of the present condition of foreign navies, in order to contrast their means with our own, and to draw the inferences that may be derived from comparative enumerations, so as to put our readers in possession of the real state of matters connected with this important subject,

REVIEWS OF NEW BOOKS, 8-c.

ART. I.—*The History of British India. By James Mill, Esq. Fourth edition, with Notes and Continuation. By H. H. Wilson, Esq. Vol. 1. 8vo. pp. 532. James Madden & Co.*

We have long wished for an antidote to Mr. Mill's India ; and to no individual could the important duty of neutralizing the evil of Mr. Mill's work be entrusted with more safety than to Professor Wilson—a gentleman of extensive general information—of varied acquirements—profound knowledge of Eastern languages, and, by reason of his official situations in India, and his position of Secretary and Director of the Asiatic Society of Bengal, &c. eminently qualified to correct the errors into which Mr. Mill fell, from his personal ignorance of India, his total deficiency of Eastern languages, and the zeal and spirit with which he too often wrote.

Our limits prevent the accomplishment of our wishes, to write a commentary on the volume, which we must reserve for another Number; but in the mean time we commend Professor Wilson's edition of Mill to every library, as a work of standard useful history. The publisher deserves great credit for his spirited conduct in obtaining for the public the invaluable notations of such a distinguished scholar as Professor Wilson, and whose qualities of head and heart have secured him in India and England the esteem and friendship of all who have the happiness of knowing him.

ART. II. -*The Court and Camp Of Runjeet Sing. By the Hon. W. G. Osborne. 1 Vol. 8vo. pp. 236. H. Colburn.*

Mr. Osborne, as Military Secretary to Lord Auckland, was deputed, in company with Mr. M'Naughten and others, on a mission to the court of Runjeet Sing, in May, 1838. The result is a highly interesting and graphic account of the "Lion of the Penjaub" (as Runjeet was termed), of the heir-apparent, and of the principal sirdars, &c. of the court of Lahore ; interspersed with excellent pencil sketches, which convey a correct idea of the characters described. Mr. Osborne's style is light, and his remarks judicious, and indicative of the good sense of Lord Auckland in selecting him for the Lahore mission. The volume is got up with good taste.

ART. III.—*India's Cries to British Humanity*. 8vo. pp. 500. By the Rev. James Peggs. *Simpkin and Marshall*.

We are not surprised that this remarkable volume has reached a third edition ; we wish it were the “twenty-third” edition. It cannot be too widely read and circulated. It abounds with facts of the most startling and important nature relative to the moral and social state of our one hundred million of “fellow-subjects” in the East. Every missionary society should aid in disseminating a volume, every page of which teems with information relative to the religious condition, rites, and ceremonies of the Hindoos.

ART. IV.—*Narrative of a Journey to the Himalaya*. By Major Sir William Lloyd and Captain Alexander Gerard; edited by George Lloyd, Esq. 2 Vols. 8vo. *Madden & Co.*

The Andes sink almost into insignificance compared with the mighty “Himalaya,” the abode of snow. The narrative is full of perilous adventure, extraordinary scenery, and philosophical observations. Capt. Gerard’s animated descriptions will, as they have already done, send many travellers to trace his footsteps, and perhaps induce other bold Britons to penetrate recesses which the daring spirit of Sir William Lloyd and himself failed to accomplish, in their desire to get a “peep into Tartary.” Tourists, we imagine, will soon abandon the Pyrenees for the Himalaya.

ART. V.—*Cape of Good Hope versus Egypt, on the proper Line of Steam Navigation with the East Indies*. By F. Scheer, Esq. 8vo. Pp. 16. *B. Steill, Paternoster Row*.

A plain and just exposition of the great importance of the rout to India via the Cape of Good Hope. We fully agree with Mr. Scheer in his views : they are not novel ; he will find them developed, with estimates, in the 1st vol. (2nd Ed.) of the “History of the British Colonies,”—published in 1834. We should be rejoiced to see a “Great Eastern” building for the navigation with Calcutta, by the Southern hemisphere. By this means our Australasian and African Colonies would be removed several thousand miles nearer to England.

ART. VI.—*Deliciæ Literariæ*. Small 8vo. *Simpkin and Marshall*.

An amusing volume of table-talk, and abounding particularly in Scottish legends. The remarks demonstrative of “cannibalism” and slavery among the Scotch in days of yore, are, we fear, “oure true.”

ART. VII.—*Introduction to a Course of Lectures on Colonization and Colonies.* By Herman Merivale, A. M., late Fellow of Balliol College. pp. 40. Longman & Co.

Mr. Merivale is professor of political economy at Oxford, and we are rejoiced to perceive that he has wisely made colonies the subject of his annual discourses. The lectures we have not yet seen, but the introduction is comprehensive in its views. Mr. Merivale, however, has not, we think, developed sufficiently the principle of colonization on Christian grounds; his ideas are all worldly, in the pages before us; and he never seems to have thought it necessary to inculcate on his youthful hearers that there are things even in this world of far higher importance than accessions of territory, or commercial markets for our merchandise. No wonder that the gospel is carried to distant lands by uneducated men, who are devoid of collegiate education, when there are no ministers arising in our universities to spread its blessed precepts; and when the instructors in academic halls, while pointing to the rise and decline of colonial power, never once allude to the effects of true or false religion on a nation. We say this in sorrow of Mr. Merivale; he possesses an astute mind, although in error in several of his deductions relating to India and the Cape of Good Hope, &c.

We offer our suggestions to him in a charitable spirit, and trust that he will attach in future a *Christian*, as well as a mercantile and “political-economy” principle, to the value of colonies.

ART. VIII.—*The West Indies.* By Sir Andrew Halliday, M. D., &c. 8vo. pp. 408. London: John William Parker, West Strand.

Sir Andrew Halliday went to the West Indies to get rid of the gout. He was relieved of this hereditary evil for three years; and when the enemy again returned, he beguiled the pain by writing an exceedingly interesting account of the natural and physical history of the Windward and Leeward colonies. The worthy doctor has now, we believe, passed to that bourne whence no traveller returns, but he has bequeathed to all who have property in the West Indies, or who still take any part in examining the character of the emancipated negroes, a journal replete with sound information, pleasingly written, and with a goodness of heart which makes the reader and author at once friends.

Barbadoes, Guiana, Tobago, and Trinidad were visited by Sir Andrew Halliday, and his enlightened mind has suggested reforms in these colonies which deserve attention.