each. Another of her qualifications, which probably was not dreamed of at the time she was ordered to be constructed, is, that in consequence of her great speed, extreme sharpness, and the solid substantial manner in which she has been built, she will prove, without carrying an ounce of gunpowder, or a single warlike weapon on board, one of the most formidable engines of destruction ever devised. The most powerful three-decker that ever floated would be cut in two and broken up like an egg-shell, if the leviathan, with her tremendous weight of metal, of some twenty feet thirty knots, should strike her sharp wedge-like bows, and a speed of twenty miles an hour, were to run full tilt at her while lying like a helpless log on the water; and so firmly will she be bound and knitted together, that there is every reason to believe she would herself escape uninjured. Without entering further upon these sanguinary speculations, we may hope that the year 1855 will witness the completion of one of the most magnificent specimens of naval architecture the world has ever yet beheld.

GLEANINGS FROM LATE PAPERS.

PERFORMANCES OF HECLA IN THE BALTIC.

Captain W. H. Hall, has arrived at Spithead from the Baltic. She reports the near approach of the sailing ships of the fleet with Rear-Admiral Plumridge, with which she parted company on Saturday last, about 180 miles from the Downs. They consist of the Neptune, 120 (bearing Rear-Admiral Plumridge's flag) Captain F. Hutton; St. George, 120; Captain H. Eyres, C. B.; Prince Regent, 90, Captain H. Hope; and Monarch, 84, Capt. J. E. Erskine. These vessels left Elsinour with the Hecla on the 14th inst., the last-named vessels towing the St. George out to sea, and the Driver, 6, paddle, the Neptune, and other two-decked ships of war under sail. The Driver accompanied the squadron to Scor light-house, off the Norwegian coast, and then returned. The Hecla, prior to leaving Elsinour, had put a supply of bullets on board the sailing ships. When she left them at the above named distance from the Downs, the wind was blowing fresh, but was contrary for them.

The Hecla possesses unmistakable and important evidences of the prominent part she played at Bomarsund, and in almost every other fray with the enemy in the Baltic. She has several shots in her sides, which are fully embedded in them; whilst she has numerous shot-holes through which the shots have entered the vessel, and it is only wonderful, that numbers of her men were not killed by them. Some of these shots, after breaking through the side of the ship, passed through as many as four or five cabins, kneeling down doors, bulkheads, &c., in their course. Her mainmast was struck before by a shot that, entering the side of the vessel, passed through a party of seamen, who were sitting down to their dinner. The funnel and steam-pipe have a number of shot holes in them. In all these cases, the shot fired by the enemy were thirty-two pounder shots. But with marks of rifle-shots the Hecla is covered, and these appear to have been most decidedly aimed at her. A few of these marks are in the neighbourhood of the paddle-boxes and paddle-box bridge, as though the enemy had a particular design against the captain of the ship, who was constantly stationed on the paddle-boxes while the ship was in action. One spot is particularly pointed out with satisfaction. This is where a shell fell among a number of men, but which, it is feared, resulted, to a young officer, Mr. Lucas, had the presence of mind and courage to pick up and throw overboard before it had done any injury. On the whole the Hecla was engaged with the enemy more than any other vessel of the fleet. She was seven times under fire, and on an average three hours each time. The exploit at Ekness is well remembered. In addition to the dangers she ran from the enemy's fire the Hecla encountered others arising from the shallow waters, in which she ventured in her collisions with the enemy, or in executing the important duty of piloting the larger vessels through difficult passages. It is said she has been on shore at least thirty times; she has, however, been reported officially as on shore seventeen times. Her fins keel is knocked off, and she is very seriously. She will come into harbour to make good her defects. It is expected that Captain Hall will be appointed to the 'Blenheim, 60, screw.'

The Jews and the War.—The unhappy war has caused many Jews to take refuge in England. They fled from Russia, Moldavia, Wallachia, and other countries, because they did not wish to be made soldiers, and fight for a country that is not their own. These poor fugitives reached our shores in the greatest destitution. Here, however, they heard, perhaps for the first time, of the Saviour of their souls; for the first time the claims of Christianity were brought before them, and many expressed a desire to search the Scriptures, to compare the Old Testament with the New, and see for themselves whether Jesus is the Christ. The Committee enables them to do so, and 420 its 6d. was spent upon twenty young Israelites from foreign countries, who placed themselves under regular Christian instruction, and entered ultimately the Operative Jewish Converts' Institution, where they are now further instructed in our holy religion, are taught the trade of printing or book-binding, and prepared for baptism. A hundred and forty-five grants have been made to 121 Jewish converts and inquirers.—*Report of Abrahamic Society.*

Contemplated Attack on Cronstadt and St. Petersburg.—Within the last few days the Board of Ordnance has purchased a large number of a fleet of steam batteries, bomb vessels, and gun-boats, in all 35 in number, with a view of more effectually carrying on operations against the wrigglers of the Russian at Cronstadt and other arts of the Baltic. The whole of these are to be built (with the exception of two gun-boats) by the principal ship-builders in London, and at some of the yards preparations have already commenced towards their formation. They are thus distributed:—Floating batteries—by H. Green, at Blackwall, 2; Scott Russell's at Millwall, 2; Mare's at Deptford, 2; Ditto, Blackwall, 19; Green, Blackwall, 2; Mr. Thompson, at Rotherhithe, 2; Mare & Co. 2. Grand total, 35. The floating batteries are entirely a new article of warfare, the designing principle being the adapting of a fleet of steam batteries, bomb vessels, and gun-boats, in all 35 in number, with a view of more effectually carrying on operations against the wrigglers of the Russians at Cronstadt and other arts of the Baltic. The whole of these are to be built (with the exception of two gun-boats) by the principal ship-builders in London, and at some of the yards preparations have already commenced towards their formation. They are thus distributed:—Floating batteries—by H. Green, at Blackwall, 2; Scott Russell's at Millwall