By the way, the same publication is responsible for the statement that Britain has already designed a big advance on the 13.5 inch gun—presumably a 16.25 inch. The 16.25 inch gun was, it will be remembered, the largest gun in the Navy in the early nineties and prior thereto. The ill-fated "Victoria" and her sister ship, the "Sans Pareil," carried a pair, as did also one of the old "Admiral" class. It weighed 110 tons, but was abandoned and replaced by successive improved 12-inch guns.

To Teach Men not to Drown.

Had the scores of men who have died like rats drowned in a trap, imprisoned in disabled submarines, been through the course of training now provided in the British Navy, and had they possessed the simple life-saving apparatus now used there, they might all have been alive to-day. This apparatus robs submarine service of its terrors, but lest the drowning men in a sunken boat should lose their nerve and not be able to use the apparatus properly, classes have been instituted to teach the crews of submarines in the Royal Navy how not to drown. Says a writer in *Harper's Weekly*:

"Of all the duties that fall to the enlisted sailor's lot none calls for stauncher qualities of courage and self possession than the manning of the submarine. During the present year Japan and France have each lost a vessel through accident; less recently France has lost two besides, England two, and Russia one, and in each instance the crews, trapped and helpless, have slowly died from the exhaustion of the air or have been poisoned by chlorin gases within their tombs of steel.

"To avoid a recurrence of such loss of life in cases of similar disasters, England will fit to every submarine that she builds in future air-traps—into which the men can go for momentary breathing-time, while they put on their helmets—and air-locks, through which to leave the submarine. The men will be provided with special life-saving dresses and helmets. The helmet contains an oxylithe chamber, providing a supply of air for the period of an hour and a half, and has a glass window. It is so buoyant that it will support the wearer and another man upon the top of the waves. The dress is fitted with a chamber which can be inflated when the wearer comes to the top, and, after closing the valve, the man can open the front window and breathe the air for an indefinite time, until rescued by some passing vessel.

"There is a twelve-pound weight attached to the dress, which enables the wearer to keep down while travelling from the air-lock to the place of escape. Then, if he has not enough buoyancy to start from the bottom, he slips the weight. This gives him extra buoyancy and takes him to the surface. If, on the other hand, he has enough buoyancy, he keeps his weight in place until reaching the surface, and it is slipped there. Several hundred men have been instructed in the use of this invention in the Submarine Depot at Portsmouth. The accounts describe how the men are trained by being sunk in an airlock, which is a sort of diving-bell, in a tank of water. This reproduces the conditions under which the men would find themselves when the boat was actually submerged.

Raising the Submarine "Pluviose."

The raising of the submarine "Pluviose" has substantiated the fact—sometimes forgotten—that our French seafaring brethren know how to die. The scenes inside the raised submarine were check-blanching in the extreme, and it is good to know that the French public are alive to the fact that, in death, at least, it will be creditable to them to honour their seagoing heroes. The submarine sailor carries his life in his hand, in the full acceptance of the term, and the pity is, that a perverted ingenuity ever gave birth to such monstrosities, as these underwater freaks undoubtedly are. So far in their careers, they have killed more of their friends than, in war time, they will ever kill foes. Still, as long as one nation is asinine enough to patronise the beastly little abortions, then, other nations must follow suit. No sailorman believes that they will be worth anything in actual war, no, not even as a demoralising influence. They have been too long in existence to demoralise anything to speak of; and their weaknesses —even in peace time—are too well understood. In all probability, it will be mutually agreed between nations, at no distant date, to scrap the filthy crawlers, and purchase something that might be useful for killing purposes when the war really begins.—*Maritime Review.*

Sinking of the German Submarine U3.

The escape of the crew of this illfated boat, which has swelled the list of submarine disasters, has helped to fix in the memory of men the new departure alluded to above. Full details are wanting, but it is evident from the sketch cabled that the apparatus in use was something of the nature of the one in question. These men happily were shown how not to drown. Their escape was facilitated by the skill and bravery of their comrades of the fleet, who actually met them half way, by entering the tube of the submerged boat. Unhappily the angle at which the boat was hauled proved fatal to the heroic captain and his equally heroic comrades who remained in the tower. It is melancholy to reflect that had the cylinders been better fastened they would not have been suffocated, but would have been saved, as the supply of oxygen was ample for some hours longer. It only remains to add that the heroism displayed by the crew of the French Pluviose was repeated by these brave Germans. We will not, therefore, call it worthy of the traditions of the German Navy. We prefer to say such conduct was worthy of the best traditions of manhood, of which no nation can be said to hold the monopoly.

Motor Engines for a Battleship.

The announcement is made in the *Motor Boat* that motor engines for a "Dreadnought" battleship are building in England to-day. From an article on the subject in that journal we make the following extracts:

"The consummation which engineers declared only a few months ago to be years distant has actually been achieved. . . . So astounding and so utterly unexpected is this announcement that there may be a new unnatural inclination to doubt its accuracy. But our source of information, while it may not be divulged, may be regarded as absolutely reliable. . . . The design consists of eight-cylinder engines, practically two four-cylinder motors coupled in tandem, developing 12,000 h.p., that is, 1500 h.p. per cylinder. Three of these 12,000 h.p. units are in process of construction, making an aggregate of 36,000 h.p. The engines will be installed in a 'Dreadnought,' we believe, of this year's or next year's programme, and a speed of 21 knots is anticipated.

"It will be matter merely of regret, not a calamity, that the first motor-driven 'Dreadnought' will be a foreign, not a British vessel. France, we believe we are correct in saying, will be the first Power to have a motor 'Dreadnought' in commission. Germany will be actually the first country to have one of these monster engines afloat in a warship, but her experiment, though further advanced, is of a more tentative nature; the engine will be in a vessel smaller than a 'Dreadnought.' The second motor 'Dreadnought' will, therefore, belong to Great Britain."

The Declaration of London.

Admiral Fremantle is reported by cable to have said, *apropos* of the Declaration of London, happily as yet unratified by the British Government, that Australasia has a deep interest in the same because it possesses the fourth in size of the mercantile navies of the world. This is interesting, more especially in view of the statement made by a British statesman lately, that Australasian criticism of the Declaration had not been followed by any explanation of the reasons. As to the reasons, they are obvious to anyone who knows what the Declaration portends. The London Chamber of Commerce is possessed of that knowledge and the committee of that body lately resolved as follows:—

> "That the effect of the Declaration is to alter the law of nations hitherto maintained in a manner entirely unprecedented, and to expose to capture or deliberate destruction food supplies borne to any port of Great Britain in neutral vessels."
>
> "That the absence of any provision in the Declaration for preventing the conversion of merchant vessels into commerce destroyers on the high seas constitutes a valid reason for praying His Majesty's Government to decline to ratify the Declaration or to proceed with the Naval Prize Bill."
>
> "That the admission of the principle of destruction of neutral prizes would be in the highest degree prejudicial to the interests of this country."

Declaration of Paris, 1856.

It is well to recall what the Declaration of Paris provided, which is still binding:—

(1) Privateering is and remains abolished.

(2) The neutral flag covers enemy's merchandise with the exception of contraband of war.

(3) Neutral merchandise, with the exception of contraband of war, is not capturable under the enemy's flag.

(4) Blockades in order to be obligatory must be effective, that is to say, maintained by a force really sufficient to prevent access to the coast of the enemy.