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The Guantanamo Incident.

The Cortes at Madrid has become excited over an alleged recent use of the Spanish flag on our vessels, with a view to deception. One speaker desired that the powers should be notified of this offense; another declared that under international law our act was piracy; a third held that our Government should sanction the Guantanamo incident, would not deserve to be treated as civilized, while the suggestion of Count Almenara was that Spain should immediately resort to privateering as a punishment for our conduct.

The alleged flying of Spanish colors is apparently connected with the recent entry of two of our vessels into Guantanamo Bay. Whether they really did enter under the Spanish flag, or under some foreign flag resembling it, we cannot say; but it is certain that our navy regulations expressly declare that the use of a foreign flag on shipboard to deceive an enemy is permissible. The only qualification is that the foreign flag must be hauled down before firing is begun, since fighting must never be undertaken without first showing the national colors. This regulation is the more noticeable because it is no less clearly held by us than on land an enemy's flag or his uniform cannot lawfully be used for purposes of deceit. Our authorities even hold that if captured clothing is issued to troops from necessity, it should be so marked that the difference will attract an enemy's attention at a distance.

The general principle laid down by Halleck is that good faith is essential in war as in peace, because otherwise war might become inhuman massacre; but with that understood, stratagem to deceive an enemy is allowable. "Whenever we have expressly or tacitly engaged to speak the truth to an enemy, it would be perfidy in us to deceive his confidence in our sincerity. But if the occasion imposes upon us no moral obligation to disclose to him the truth, we are perfectly justifiable in leading him into error, either by words or actions." As a specific illustration it is added that "men and ships are sometimes so disguised as to deceive the enemy as to their real character, and by this means enter a place or maintain a position advantageous to their plan of attack." Such is war.

The disguise of a warship as a merchantman in order to bring an unsuspecting enemy within range, and a false response in answering a hail, are familiar instances of tricks in naval warfare. When, for example, Semmes, in the Alabama, decoyed the ill-fated Hatteras under his guns, he gave his ship's name, in answer to a call, "Her Majesty's ship Petrel," and when he had assured himself of the nationality of the Hatteras by the latter's frank response, poured a broadside into her just as the Hatteras was sending a boat to board him. This was a ruse, and one about which the victims said bitter things, but it was not called a violation of the rules of war.

The exact ruse, if there was any, employed by our ships at Guantanamo Bay, remains to be learned from our official reports. Possibly the case may turn out as on a former occasion of bombardment without notice, when we justified our act by precedents, and then had later tidings that the shore batteries had, after all, begun the affair by firing first. But whatever the facts regarding the Guantanamo Bay, we can safely assume that no act of our ships there was "piracy," that the powers will not renege against anything done by us there, and that Spain may do well to refrain from privateering on that ground.

Why the Italians Are Rioting

What is the matter in Italy? Taxation. Ever since Italy began to pose as a "great power" and joined the Triple Alliance she has been maintaining an enormous naval and military establishment. She is steadily approaching the fate of the fabled frog who, to please her vanity, tried to swell herself up to the size of a cow.

Marion Crawford, the novelist, has recently shown some of the results. "Some great land owners," says he, "have to pay nearly 60 per cent. of their income to the Government in the form of taxes. Taking national, provincial and commercial taxation together, I pay upon the assessed income upon a few acres of land 42 per cent., and 23 per cent. upon the assessed rent of my house."

The total value of the land in Italy is \$4,640,000,000, and the taxes levied upon it are \$21,300,000. Most of the land is unproductive and the aggregate income derived from it does not represent one per cent. to its owners, while the taxes amount to nearly one-half per cent. of the assessed value. The household property of Italy is \$1,440,000,000, on which taxes to the amount of \$17,700,000 are levied, equivalent to nearly 1 1/2 per cent. of the assessed value. Household property hardly brings in 2 1/2 per cent. to the owners, so that one-half of it goes to the Government.

The 28,000,000 inhabitants of the country have also to contribute \$56,000,000 in the shape of income tax, equivalent to \$2 per head of population. Wages are low. Most of the peasants are small land owners, and the imports exceed the exports by \$24,000,000. The maintenance of the army and navy alone costs \$75,000,000 a year, or nearly double the amount levied on land and household property.

In these circumstances it is not strange that the rise in the price of wheat has caused violent bread riots. Nor is it remarkable that the Republicans, who are opposed to Italy as a Triple Alliance frog, should have hoped to upset the monarchy which stands for the frog policy.

Publish the War Expenditures.

The authorities at Washington refuse to make public any figures bearing upon the expenditure of the \$50,000,000 voted by Congress as a war emergency fund.

This is unfortunate. It is a piece of colossal stupidity for these reasons:

Everywhere are current the gravest rumors of extravagance, and worse, in the employment of this money. It is to the credit of the newspaper press that, in its patriotic desire to avoid embarrassing the Washington authorities, it has so largely refrained from giving added publicity to what is becoming a notorious scandal. But even amid the silence of the news papers, the stories of yachts sold to the Government for nearly twice the prices asked of private buyers; the significant references to additions to the mosquito fleet furnished, at heavy cost, by relatives of Cabinet officers and Senators; the reports of the generous contracts for army munitions awarded to persons not unknown in politics have gained the widest currency.

All these rumors that are without foundation—as doubtless many are—could be set at rest by the publication of the purchases made out of the emergency fund and the prices paid. The Treasury should order such publication immediately. The contractor or purchasing agent who seizes upon the moment of national patriotic exaltation to enrich himself by spoliation or betrayal of the people is a criminal of the most contemptible sort. For him is coming a day of reckoning and of bitter retribution, for in time a rigid accounting of all war expenditures will be demanded by Congress and must be furnished by the Executive. It were the wiser course for the Administration to furnish this accounting now, and in the name of the people we demand it.

A Single Vital Blow.

In 1809 was the three months' war for German liberation which ended with Wagram and German vassalage to Napoleon. With the English and the Spanish occupying the attention of his best troops and some of his best marshals in the Spanish peninsula, Napoleon was still able in this brief period completely to put down the aroused

and inflamed German peoples in a campaign in their own country.

The war began early in April, and Austria was better prepared than was Napoleon. On April 20, 21 and 22 at Abensberg, Landshut, and Eckmuel, and on May 4 at Ebersburg the French defeated the Austrians. Then on May 21 and 22, in the battles of Gross-Aspern and Kessling, Napoleon himself was defeated and driven to the island of Lobau in the Danube.

For five weeks Napoleon defended himself there and recuperated from the disaster. Then his real campaign began and ended in one battle.

When the battle of Wagram opened, on the morning of July 5, 1809, the Austrians were confident. When the sun set that day they were jubilant. The next day MacDonald made his famous charge in which ten out of every eleven men in the column he led were either killed or wounded.

The victory was with the French. The Austrians were not worsted. They still had more troops in arms than the French. They had inflicted greater losses on Napoleon than he had inflicted upon them.

It was the moral effect of Wagram that made the Austrians give up, which sent through the German peoples that wave of despair, that keen realization that to struggle was useless. And although they were fighting for their own country, for their own firesides, they gave up, and Austria, which had resisted so long and so bitterly, became the dependent and ally of Napoleon. And the haughty Hapsburg family gave him one of its daughters to replace his divorced wife—a double degradation of family pride and religious principle.

Spain to the Powers.

The first available copy of the Spanish Red Book has been received by the New York World correspondent. It contains much interesting unpublished matter regarding the negotiations between Washington and Madrid and the Great Powers of Europe prior to the declaration of war. Following is the full text of a telegraphic circular despatch to the Spanish Ambassadors abroad, forwarded by Minister Gullon on March 23:

The news from the United States cannot be considered satisfactory, as McKinley and his Government have allowed the tide to rise considerably, and it is now doubtful whether they have the wish or the power to withdraw. In the course of this week we shall know whether the President has taken upon himself the powers of an executive in international affairs, or has placed himself in the hands of the chambers, submitting to them the repit of the Maine disaster, which will probably be without foundation in fact and hostile to ourselves.

Nearly every despatch has some passage omitted which, presumably, if published, would not have been of assistance to the Spanish cause. On March 26 Castillo describes an interview with Hanoteaux on presenting the foregoing note:

"I told him that, besides active cooperation, we wished to see a European concert, as this crisis has reached an acute stage and requires prompt action. I thought the most efficacious thing at the present moment would be for France to invoke the traditional international policy with reference to Cuba since the beginning of the century, and should direct herself to England in order to propose common action in favor of peace. Hanoteaux accepted this suggestion and asked for time to consider and put the matter before the Council of Ministers."

The reply of Germany to the representations of the Spanish Government did not convey the same satisfaction as France's. The World correspondent says:

There certainly is nothing in the reception accorded the Spanish note by the German Chancellor as reported by Senor Mendez Vigo on March 27 to testify Spanish expectations of the special friendship of Germany. His despatch says that the Chancellor "listened to me and took full appreciation of the conduct of both governments, which are so opposite in character."

One Son Who Has Self Respect

We must applaud the son of Senator Gray who has declined to be appointed Judge Advocate with the rank of Lieutenant Colonel. The position and the rank it confers are well worth coveting, but we should think that this gentleman would find complete recompense for his sacrifice in the reflection that he has held himself aloof from the ridiculous cavalcade of the Sons of Somebody.

It is evident that the common sense of the nation has responded quickly to the denunciation of these scandalous civil appointments. Nepotism has been made unpopular and a prompt check put to the doctrine that you can make a soldier out of a dude by dubbing him "Major."

The Oregon's Wonderful Voyage

The story of the Oregon's trip is not only picturesque: it is a most gratifying illustration of the capacity of our new navy to scour the seas as well as to fight.

It was on March 22, when this great floating fortress of steel left San Francisco. Since that time she has traversed nearly 13,000 miles of sea, passing through every climate, from north temperate to torrid, to south temperate, to frigid, to south temperate and torrid again, and finally into our own waters.

On one stretch of 2,600 miles she steamed continuously without once stopping for coal or for anything else. As for water, she distilled it for herself out of the sea. As for provisions for her crew of about half a thousand men, she carried a supply great enough for a voyage to the other side of the earth and back again.

There was some talk of the Spanish fleet's intercepting the battleship on her great journey, but the Spanish suffered no such ill-luck. In that the Oregon missed an opportunity which may yet be made good if that Spanish fleet can ever persuade itself to be found.

Perhaps the failure of the Spaniards to disturb the Oregon was connected with a considerable amount of prudence. "Please don't tangle me up with instructions," telegraphed Captain Clark from Bahia. "I am not afraid of the whole Spanish fleet." Possibly Admiral Cervera may have felt that if his squadron became mixed up with the Oregon it was not certain that the Spanish ships would be the ones to pursue their voyage after the disturbance was over.

But it is one of the wonders of human achievement that so ponderous a fighting machine can be made also a ship capable of sailing half way round the earth at a continuous speed equal to that of an ordinary merchant steamer and arrive at her destination almost exactly at the time foreordained.

In Diplomatic Disgrace.

The United States has been a nation with foreign relations about a century and a quarter. During that time seven representatives of foreign Governments have been dismissed. The first instance was the case of Genet, minister from France, during Washington's second term. He was recalled in 1794 at the request of this country for endeavoring to stir up trouble between the United States and Great Britain. During Jefferson's Administration, Vrojo, the Spanish minister, was sent home on account of conduct not only unbecoming a diplomat, but even an honest man and a gentleman. Jackson, the British minister, during Madison's first term, was recalled on a request from Washington because of offensive criticisms of this Government. In 1849 Gen. Taylor, then President, sent the French minister, M. Poussin, his passports. During General Grant's first term the Russian minister Catacazy, was recalled at our request, and during President Cleveland's first term a like fate happened to Lord Sackville West, the British minister. Then follows the De Lome affair of recent date. In all, the recall of seven ministers has been demanded, two British, two French, two Spanish and one Russian.

Too Much for Huntington.

The Southern Pacific Railway has been accustomed so long to run such branches of the Government as have come into contact with it that it has not realized that there are some public officers who are rather hard to run over. It gained some information on this point the other day at Ogden, when an attempt was made to squeeze \$50 above the contract price from the troops on the way from Minnesota to San Francisco. The major in command simply detailed two experienced railroad men from his force to take charge of the train, and instructed them to kill anybody that tried to interfere with them. Mr. Huntington's agent weakened and sent on the train without the \$50. It took a war to enable anybody to get ahead of the Southern Pacific, and people on the Pacific Coast feel that such a result is almost worth the cost.

Animals are often able to bear very protracted fasting. In the Italian earthquakes of 1795 two hogs were buried in the ruins of a building. They were taken out alive forty two days later, but very lean and weak.

DUR FOREIGN NEWS.

Translated and Selected from leading European papers for the SENTINEL.

ENGLAND.

THE WAR.

It was officially announced in Washington that the Spanish fleet from St. Vincent had arrived at Cadiz. This intelligence has strengthened the party in the States which favors immediate action, and they are insisting with increased energy on an invasion of Cuba without further delay.

Times—London, May 11.

The withdrawal of the Spanish fleet from the theatre of war is an event of importance alike from a military and from a political point of view. It marks the definitive adoption by the Spaniards of the waiting game which was foreshadowed at an early stage of the conflict. Cuba is to be left in the meantime to its own resources, which are reckoned sufficient in the way of defence to occupy the attention of the American naval and military forces for some months. While, on one hand, the Americans are thus compelled to prosecute the war on land, they are, on the other hand, enabled to carry out their invasion with complete immunity from naval interruption.

At the same time it is recognized, as the problem is more closely grappled with, that even with complete command of the sea the conquest of Cuba may take some time. Its reduction by starvation cannot be counted upon with any confidence. Sober estimates of the power of the insurgents do not credit them with very much value in a stand-up fight for the possession of the island, or even sufficient food to maintain the Spanish troops with the aid of the provisions for three months admitted to be in store. The general population may have to face starvation, but starvation alone is not regarded as likely to make the island untenable by the Spanish forces within any period that the eagerness of the American people can afford to contemplate.

A cynical policy, not, however, glaringly inconsistent with previous conduct on the part of Spain, might possibly perceive advantages in leaving the troops now in Cuba to take their chance as permanent inhabitants of the island—those of them at least who shall survive the conflict. In any case, the island is evidently to be left for the present to its own resources. It remains to be seen how the waiting game will be received by the Spanish people. There is the added risk for Spain and for others that new and scarcely foreseen complications may arise before the Cuban question is settled with or without the reappearance of the Spanish fleet.

Herald—Yorkshire, May 11.

Three hundreds of brave men who were killed in Manila Bay died with a courage honorable to themselves, but the honor of Spain was compromised by their death, for the weapons they fought with and the ships they manned were so useless as to afford them no protection. It is as much too late to talk now about retrieval of reverses. If Spanish honor has not already gone, the only way to save it is to expose it to no more stains for the lives of men, and to no more wounds from the sufferings of the country.

Signs of Revolution Abroad.

Details of the rioting at Naples on Monday show that they were more serious than was supposed. At Milan three hundred persons were arrested, including all the Capuchin Fathers, and it is stated that the movement was a revolutionary one regularly organized. The Prime Minister has addressed a circular to the authorities ordering the prompt and inflexible repression of agitation. Great excitement has been caused in Switzerland, and a large number of workmen have started to march to Milan.

Standard—London, May 11.

The simultaneous outbreaks in various parts of Italy completely justify the belief that the Government of that country has to deal with a highly organized Revolutionary movement. It is, however, necessary to add that only a portion of the truth has been disclosed. The very pains that have been taken to prevent the dispatch of intelligence from the scenes of disturbance are, naturally, interpreted as a token of the uneasiness with which the authorities regard the situation. Moreover, the circular which has been issued by the Marquis di Rudini to the Royal Commissioners—that is to say, to the officials to whom, for the purpose of crushing insurrection, almost arbitrary powers are conferred—presumes the existence of a danger more formidable in its character, and more widely diffused, than anything in the accounts furnished by independent writers would have indicated. From Naples in the South to Lombardy in the North; among the most robust, as among the most feeble, of the many races loosely united under one sceptre, there is the same cry of distress and disloyalty. For it cannot be disguised that the ferment is directed against the monarchy. One communicative Deputy has had the hardihood to announce that the programme is to install a Federal Republic on the lines of the Swiss Confederation. But to define the purpose in view is to insure the overthrow of the Revolution. King Humbert has had evil days to pass through; but in the hour of trial he may rely with confidence upon the loyalty and the patriotism of those elements in the nation upon which the shaping of its destinies depend.

ENGLAND'S LOSS OF TRADE WITH SWEDEN.

Consulting Journal. Mr. Consul M. S. Constable's report on Stockholm emphasizes two points in connection with Sweden which have been noted in previous reports. These two points are, the growth of Swedish manufacturing industry and the decline of British trade with the country. "It is clear," says Consul Constable, "that Great Britain has been losing in the Swedish markets, and this, especially, has been the case since 1887, the year in which the existing protective system came into force. German competition and the new tariff are, doubtless, together responsible for the comparatively unsatisfactory condition of England's

export trade to Sweden. The keenness of German competition is, moreover, especially demonstrated by the fact that, in many important articles of commerce, the high tariff seems to have much less effect in keeping out Germany's products than those of Great Britain. Thus in 1886 the value of the woollen goods imported into Sweden from Great Britain was estimated at £229,371, but the value of the same class of goods for 1896 was only £111,218—less than half. Germany's export to Sweden of woollen goods, in 1886, was valued at £418,741, but in 1896 it had advanced, notwithstanding the tariff, to £555,527.

Until we have thoroughly grappled with, and eventually mastered, as do we must, this German competition, no opportunity should be neglected to better its methods or discuss its effects on British trade. Consul Constable's report affords us such an opportunity, of which we are glad to avail ourselves. "The methods," he says, "which Germany has employed to push forward her commerce with Sweden are the same which have served her so well elsewhere. Considered as a whole, the products sent out by the manufacturer of Germany to foreign countries are cheaper than those from Great Britain, and being so, they are often intrinsically better suited for such a market as that offered by Sweden, a country of comparatively small purchasing power. But, in addition, these products are most admirably recommended to Swedish buyers by the well trained staff of commercial travellers which German exporters employ to represent them. The efficiency of the work done for German firms by their commercial travellers is especially exemplified by the activity in Sweden. Probably ten commercial travelers visit Stockholm for every one British, and yet the market is not a rich one, and the tax on commercial travelers is very high (£5 12s. per calendar month). But German merchants, nevertheless, evidently find the advantage in using so extensively as they do this expensive method of pushing their sales." When the proportion is so great as 10 to 1 between our travellers and those of Germany it looks very much like an abandonment of a field in which we have hitherto done well.

Morning Post—London, May 11.

The task of King Humbert's Government is in the first instance to maintain order, if need be by shooting down rioters and blowing down their strongholds with artillery. The order thus restored, however, must justify itself by the removal of real grievances. If Italy cannot afford to figure as a Great Power—and in a p-d-riod when the first class powers are Germany, Russia, the United States, France and Great Britain, it may well be doubted whether Italy can rank alongside them—prudence suggests the adoption of a modest external policy and the concentration of all efforts on domestic administration. Taxation should be reduced, and outlay accommodated to the revenue that can be raised. The agrarian problem should be faced, and public instruction furthered within practicable limits. Italy has many able men and many sincere patriots. We do not doubt that there is among them energy and public spirit enough to support the King's Government through the present crisis.

Public Slaughter Houses and Meat Inspection.

London Health News.

One of the most important features of the report just presented to Parliament by the Royal Commission on Tuberculosis is the unanimous opinion expressed by the Commissioners that private slaughter houses should be replaced in all large towns by public abattoirs, under the direct control of the authorities; and they give the following sound reasons among others:—"The use of public slaughter houses in populous places, to the exclusion of all private ones, is a necessary preliminary to a uniform and equitable system of meat inspection." Among the other advantages referred to are greater cleanliness, more perfect system of slaughtering (which includes more humane treatment of the animals killed), and more complete supervision of the various subsequent processes, such as bone boiling, fat melting, and hide cleaning, &c., as described in Health News of January 22, by Dr. Stephen Smith, formerly President of the American Public Health Association. In the course of his inquiries, extending over nearly two years, the Commissioners visited several Continental cities, and inspected the public abattoirs, where they must have seen much to impress upon them the inferiority of the system of private slaughter houses.

At Berlin, in accordance with a general regulation made in 1868, and a supplementary decree in 1881, the civic authorities are empowered to establish compulsory examination of animals intended for slaughter, and of meat previous to its being exposed for sale. The markets and abattoirs for hogs, cattle, sheep, and pigs occupy the same site, and cover an area of 1 1/2 hectares, equal to nearly 30 English acres. The arrangements for control, supervision, and inspection, both of the living animals and of the meat after slaughtering, are carried out in a manner which leaves nothing to be desired.

At Brussels it is forbidden to kill and prepare the carcasses of animals for food, to melt coarse fat, or to submit offal to different processes, except at the public abattoir, which is the property of the municipality. Inspection of the meat is carefully conducted by experts, who affix an official stamp to sound meat, which is suspected undergoes a closer scrutiny, and if found to be of a character likely to be injurious to health is, of course, destroyed. When we visited this abattoir some years ago, we noticed the attention given even to minor details in drawing up the regulations, one rule being that butchers and others employed must not leave the premises with their clothes stained with blood, and another that all meats must be conveyed in properly covered carts. Any one who has chanced to be in the neighborhood of the London meat markets on busy days will appreciate the desirability of such rules, without the necessity of our entering into unpleasant particulars.

The public abattoir at Leipzig, which was one of those inspected by the Commissioners, is described in Dr. Palmberg's treatise on Public Health in various European countries as a model of its kind; it is situated on an elevated and airy site, with a good slope, at the back of the city behind the Bavarian railway station, this position facilitating the transport of cattle and the removal of refuse. The space occupied is 125,000 square yards.

In the French capital it is forbidden by law to slaughter cattle and to prepare the carcasses for sale elsewhere than at one of the four abattoirs specially built and arranged for that purpose, which are under the supervision of the prefecture of police. The stringent measures adopted by the authorities for the inspection of meat, and for the number of private slaughter houses being built

outside the city boundary; but these are well looked after by ten special inspectors, whose jurisdiction extends over the entire department of the Seine. Moreover, in connection with the collection of the octroi duty on articles entering the city, all fresh meat over seven pounds in weight must be inspected before it can be allowed to pass through the city gates.

At Vienna all animals intended for human food, and coming from a distance, are put under inspection for ten days; while meat brought from other places must be inspected before it can be offered for sale. The penalties for non-compliance with these regulations are strictly enforced.

From this brief sketch of the arrangements in several European cities (other large continental towns being under similar control), it will be seen that Britain is far behind. An exception to this statement must, however, be made in the case of Edinburgh, where slaughtering can only be carried out in the public abattoir for the city and a radius of two miles beyond.

Early Submarine Boats.

A. Hilliard Allieridge, in "Castell's Magazine."

We have all read Jules Verne's story of that wonderful voyage of the Nautilus, under the sea made by the Nautilus, under the command of Captain Nemo; how he rushed from ocean to ocean at a speed of fifty knots an hour, now deep below the surface, now with her curving roof of steel and her glass lighted dome awash in the waves; how she carried down with her into the depths an ample store of condensed air, how her complex machinery of enormous power was driven by electricity—all this, and much more, the scientific romance has told with such an air of truth that Captain Nemo's Nautilus has become the popular ideal of the submarine boat, and not a few of its readers are fully persuaded that Jules Verne's romance contained the first suggestion of what was possible in the way of under water voyages. But the idea of the submarine boat and even its imperfect realization are much older than the date of Captain Nemo's adventures. When James I. was king, an ingenious Dutchman made an under water voyage on the Thames, but the secret of his invention was never revealed. Bishop Wilkins, the author of many strange suggestions, wrote a learned dissertation on the possibility "of framing an ark of submarine navigation." But the first really practical man to take the matter in hand with some success was a Yankee inventor, Bushnell, of Connecticut, in the troublous times of the war of the American colonies against England. He actually built a submarine boat, and considering the imperfect mechanical resources at his command, it was a marvel of ingenious contrivance. It was only large enough to contain a single passenger, and by means of cranks and pedals, his arms and legs have to supply all the driving power to its oars and rudders. It was designed chiefly for warlike purposes, and there was an arrangement for carrying a torpedo outside, screwing it on to the bottom of an enemy's ship, and leaving it to be exploded by a clockwork fuse. During the war Bushnell made a daring attempt to blow up a British frigate. He succeeded in getting under her bottom, but he failed to attach his torpedo. He left it drift near the frigate, and got away safely. Presently the British crew were startled by a mysterious explosion in the water close by, but the damage done was confined to broken cabin windows. The incident is notable as the first submarine attack ever attempted. A century has gone by since then, and though, as we shall see, there have been other operations by submarine boats, Bushnell's feat is still unrivaled. He is the only man who ever went to the bottom of an enemy's ship—which shows that in this matter of submarine navigation the world has been moving very slowly. Bushnell and his fellow countryman Fulton were both in Paris in the days of the first Empire, trying to interest Napoleon in projects for submarine boats and ships driven by steam. But the Emperor soon got tired of discussing such matters. It is curious to note that when he was a prisoner at St. Helena a daring American scheme for his rescue included the use of a large type of Bushnell's boat for the purpose of eluding the guard ships and landing secretly upon the island.

PUBLIC SLAUGHTER HOUSES AND MEAT INSPECTION.

London Health News.

The American war of secession in the sixties gave a new impulse to plans for submarine torpedo vessels. At Charleston the Confederates built several such craft for the destruction of the Federal blockading squadron. They scored only one doubtful success. After many lives had been lost in experiments in the harbor, the submarine boat David put out to sea one night in 1863 to attack the Federal ironclad Housatonic. The David was a cigar shaped iron boat propelled by hand power, with a crew of eight men, and carrying a torpedo on a boom ahead. A dome on the top of the boat was to be closed and screwed down before sinking. The David approached the Housatonic on the surface with the dome open and the roof of the boat just awash. The officer in command wished to close the dome so as to be able to sink his boat before exploding the torpedo, but the crew, alarmed at previous failures in the harbor, when all in the boat had been drowned, insisted on the manhole being kept open. The David exploded her torpedo just on the water line of the Federal ironclad, and the Housatonic sank like a stone, but the waves thrown up by the explosion came pouring through the open dome of the David, and her crew of eight men six were drowned, the two others struggling with difficulty through the narrow manhole. It was a surface attack made by a submarine boat, and the crew would have had a better chance of life if they had had the pluck to lock themselves in.

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Early Submarine Boats.

A. Hilliard Allieridge, in "Castell's Magazine."

We have all read Jules Verne's story of that wonderful voyage of the Nautilus, under the sea made by the Nautilus, under the command of Captain Nemo; how he rushed from ocean to ocean at a speed of fifty knots an hour, now deep below the surface, now with her curving roof of steel and her glass lighted dome awash in the waves; how she carried down with her into the depths an ample store of condensed air, how her complex machinery of enormous power was driven by electricity—all this, and much more, the scientific romance has told with such an air of truth that Captain Nemo's Nautilus has become the popular ideal of the submarine boat, and not a few of its readers are fully persuaded that Jules Verne's romance contained the first suggestion of what was possible in the way of under water voyages. But the idea of the submarine boat and even its imperfect realization are much older than the date of Captain Nemo's adventures. When James I. was king, an ingenious Dutchman made an under water voyage on the Thames, but the secret of his invention was never revealed. Bishop Wilkins, the author of many strange suggestions, wrote a learned dissertation on the possibility "of framing an ark of submarine navigation." But the first really practical man to take the matter in hand with some success was a Yankee inventor, Bushnell, of Connecticut, in the troublous times of the war of the American colonies against England. He actually built a submarine boat, and considering the imperfect mechanical resources at his command, it was a marvel of ingenious contrivance. It was only large enough to contain a single passenger, and by means of cranks and pedals, his arms and legs have to supply all the driving power to its oars and rudders. It was designed chiefly for warlike purposes, and there was an arrangement for carrying a torpedo outside, screwing it on to the bottom of an enemy's ship, and leaving it to be exploded by a clockwork fuse. During the war Bushnell made a daring attempt to blow up a British frigate. He succeeded in getting under her bottom, but he failed to attach his torpedo. He left it drift near the frigate, and got away safely. Presently the British crew were startled by a mysterious explosion in the water close by, but the damage done was confined to broken cabin windows. The incident is notable as the first submarine attack ever attempted. A century has gone by since then, and though, as we shall see, there have been other operations by submarine boats, Bushnell's feat is still unrivaled. He is the only man who ever went to the bottom of an enemy's ship—which shows that in this matter of submarine navigation the world has been moving very slowly. Bushnell and his fellow countryman Fulton were both in Paris in the days of the first Empire, trying to interest Napoleon in projects for submarine boats and ships driven by steam. But the Emperor soon got tired of discussing such matters. It is curious to note that when he was a prisoner at St. Helena a daring American scheme for his rescue included the use of a large type of Bushnell's boat for the purpose of eluding the guard ships and landing secretly upon the island.

PUBLIC SLAUGHTER HOUSES AND MEAT INSPECTION.

London Health News.

One of the most important features of the report just presented to Parliament by the Royal Commission on Tuberculosis is the unanimous opinion expressed by the Commissioners that private slaughter houses should be replaced in all large towns by public abattoirs, under the direct control of the authorities; and they give the following sound reasons among others:—"The use of public slaughter houses in populous places, to the exclusion of all private ones, is a necessary preliminary to a uniform and equitable system of meat inspection." Among the other advantages referred to are greater cleanliness, more perfect system of slaughtering (which includes more humane treatment of the animals killed), and more complete supervision of the various subsequent processes, such as bone boiling, fat melting, and hide cleaning, &c., as described in Health News of January 22, by Dr. Stephen Smith, formerly President of the American Public Health Association. In the course of his inquiries, extending over nearly two years, the Commissioners visited several Continental cities, and inspected the public abattoirs, where they must have seen much to impress upon them the inferiority of the system of private slaughter houses.

At Berlin, in accordance with a general regulation made in 1868, and a supplementary decree in 1881, the civic authorities are empowered to establish compulsory examination of animals intended for slaughter, and of meat previous to its being exposed for sale. The markets and abattoirs for hogs, cattle, sheep, and pigs occupy the same site, and cover an area of 1 1/2 hectares, equal to nearly 30 English acres. The arrangements for control, supervision, and inspection, both of the living animals and of the meat after slaughtering, are carried out in a manner which leaves nothing to be desired.

At Brussels it is forbidden to kill and prepare the carcasses of animals for food, to melt coarse fat, or to submit offal to different processes, except at the public abattoir, which is the property of the municipality. Inspection of the meat is carefully conducted by experts, who affix an official stamp to sound meat, which is suspected undergoes a closer scrutiny, and if found to be of a character likely to be injurious to health is, of course, destroyed. When we visited this abattoir some years ago, we noticed the attention given even to minor details in drawing up the regulations, one rule being that butchers and others employed must not leave the premises with their clothes stained with blood, and another that all meats must be conveyed in properly covered carts. Any one who has chanced to be in the neighborhood of the London meat markets on busy days will appreciate the desirability of such rules, without the necessity of our entering into unpleasant particulars.

The public abattoir at Leipzig, which was one of those inspected by the Commissioners, is described in Dr. Palmberg's treatise on Public Health in various European countries as a model of its kind; it is situated on an elevated and airy site, with a good slope, at the back of the city behind the Bavarian railway station,