

THE DAILY NEWS

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DAILY EDITION

Monday, May 31, 1915.

NAVAL LOSSES.

The Majestic, Triumph, and Goliath have been recently lost in the Dardanelles. Such losses need not cause undue pessimism. Naval losses must be looked for in these narrow, strongly fortified seas. Sea fighting close in to land forts has always been looked upon by experts as extremely dangerous, and in some quarters as sheer folly. The Allies were quick to discover that, in the Dardanelles operations, a strong land force co-operating with the fleet is necessary, in order to accomplish the tremendous task of taking Constantinople.

The ships which have been lost are all of slow, old types, which are useless for the speedy work required in the North Sea. The little sea fighting which there has been has shown conclusively that speed and weight of projectile are the great necessities of present-day naval warfare, therefore such types as the Majestic are only useful in such work as they are engaged in, in the Dardanelles. If these ships do go under, the loss is comparatively small, if the crews can be saved.

These losses have been more than counter-balanced by recent additions of superdreadnoughts, and fast light cruisers. Shortly after the outbreak of war the Berbow and Emperor of India, each carrying eight 13 1/2-inch guns, were put in commission, and more recently the Queen Elizabeth, with a broadside of eight 15-inch guns, has been completed and sent to the Dardanelles, where she has done deadly execution with her huge shells, thrown from a safe distance, her fire being directed from aeroplanes. Though nothing has been made public, it is almost certain that three more of her type, the Warspite, the Valiant, and the Barham, are now at sea.

With these additional superdreadnoughts, and a number of very fast light cruisers, of the type which proved so

effective off Heligoland, the British fleet is very much stronger than at the outbreak of war. All that the North Sea fleet lacks is a sight of the enemy.

SUBMARINE HISTORY.

While the submarine, as used in the navies of the world, is more of an evolution than an invention, there still survives the man who can be fairly credited with being the creator of the modern submarine. This is John P. Holland, inventor of the Holland submarine, the first type of under-water vessels ever actually accepted and adopted by the United States navy. It is rather a curious chapter in invention, considering it in all of its phases.

Fifty years ago, John P. Holland was one of the active leaders of the Fenian Brotherhood. He was one of the ardent believers in the possibility that Ireland might some time achieve absolute independence of England by force. He was interested in bringing about the Fenian raid in Canada, which narrowly escaped embroiling the two countries in war, and also in the abortive Fenian uprising in Ireland, which came to such a melancholy end. But he never fully believed that the military power of England could be overthrown by any uprising of the kind.

His fixed idea was that the way to Irish success would come through the breaking down of England's naval power, and this he conceived possible of accomplishment only through the perfection of submarine craft. For the accomplishment of this end, for this purpose, he devoted his entire thought and energy to the solution of the problem of a practicable submarine torpedo boat. He was looked upon as an impractical dreamer by his associates, but he stuck to his task until success came.

Thirty years after the collapse of the Fenian movement the first Holland submarine was built by him for the navy



"EDDIE" FITZPATRICK,

Late of the Toronto Internationals, who is playing second base for the Boston world champions in place of Johnny Evers.

of the United States and passed the tests required of it. A dream of Irish liberty was thus responsible for the creation of the naval weapon which may, in further development, although it has not yet done so, entirely revolutionize naval warfare.—Seattle P.-I.

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GERMAN CONFESSION OF MISCALCULATION

The German newspaper Der Tag, which during the first month of the war shouted, "Herr Gott, sind diese Tage Schoen" (O Lord, how delightful these days are), has arrived now at a totally different state of mind, and declared recently:

"So many of our calculations have deceived us. We expected that British India would rise when the first shot was fired in Europe, but in reality thousands of Indians came to fight with the British against us. We anticipated that the whole British Empire would be torn to pieces, but the colonies appear to be closer than ever united with the Mother Country. We expected a triumphant rebellion in South Africa, yet it turned out nothing but a failure.

"We expected trouble in Ireland, but instead, she sent her best soldiers against us. We anticipated that the party of "peace at any price" would be dominant in England, but it melted away in the ardour to fight against Germany. We reckoned that England was degenerate and incapable of placing any weight in the scale, yet she seems to be our principal enemy."

CANADIAN STEAMER SUBMARINE VICTIM

Cardiff, Wales, May 29.—The steamer Morwenna, of Montreal, was torpedoed and shelled by a German submarine at midday Wednesday at a point 160 miles west by south of St. Ann's Head.

One member of the crew of the vessel was killed, while three were wounded. The others have been landed safely at Milford Haven, Wales. The Morwenna was owned by the St. Lawrence Shipping Company.

The Morwenna was bound from Cardiff for Sydney, Cape Breton, in ballast. The Belgian trawler Jaqueline picked up the crew.

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What Is A "Body-Guard"

Drawn for The Daily News. —By "Hop."

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