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## STORIES of New Jersey

by heavy casks. Disregarding these relatively minor difficulties, Holland determined to concentrate on testing the submerging possibilities. On June 6th at 6 P. M. the submarine dove beneath the surface, remained there until the same hour on the following day, and emerged with no damage to itself or the occupant. That much, at least, had been accomplished. It had been proved that the submarine was no idle dream.

Forced, for the time being, to be content with this incomplete success, the inventor abandoned the craft. It was tied up beneath the Spruce Street bridge. Forty-seven years later, in 1927, a group of young men, with the aid of a magnet borrowed from a nearby plant, located the almost forgotten boat. They salvaged it from the river bottom and presented it to the Paterson Museum, where it is now on display.

In 1881 Holland launched another submarine in Hudson River. This new boat, built in the Delamater yards, was a decided improvement. Thirty-one feet long and equipped with a one-cylinder combustion engine, it could accommodate a crew of three.

By this time Holland's venture had attracted considerable notice. Cheering throngs on boats and from the shore watched in amazement as the "wild Irishman" in his cigar-shaped craft ducked under the surface in the harbor off Staten Island to a depth of 100 feet, remained for an hour and rose again. The Fenian Ram, as the new boat was named by a newspaper reporter, caused quite a flurry in the daily news as the inventor continued to try her out. There were various conjectures as to the purpose for which she was built. There was no war in progress, nor in prospect, other than the chronic trouble between Ireland and England. This gave rise to the half-humorous suggestion that the boat was meant for the use of the Irish against the British navy; therefore the name, "Fenian Ram."

Tug and ferryboat captains were frequently startled to behold what seemed an apparition, when just in front or alongside of them loomed the queer looking craft risen from the bottom. Suddenly the little trap door would open and out would pop the genial smiling face of John Holland, who would hail them gaily in his thick Irish brogue. There was no periscope to warn the navigator when submerged of anything in his path, so one day the inevitable happened. The Ram was put out of commission by a collision with a ferryboat near the Weehawken slip. That was on January 3rd, and within a week a wrecking crew had raised the boat. It rests today in West Side Park, Paterson.

It seemed that the hard work of Holland was resulting in nothing but the distinction of providing exhibits for Paterson. But the intrepid schoolmaster kept on at his task, and 5 years later brought another submarine to completion. Success, however, was still far off. This third vessel was damaged in launching and the Fenian Society, discouraged by repeated failures, withdrew its monetary help.

Holland had learned enough from his mistakes to spur him to further endeavors. Although the Navy Department still withheld recognition, the new was device commanded the interest and support of those who were concerned with