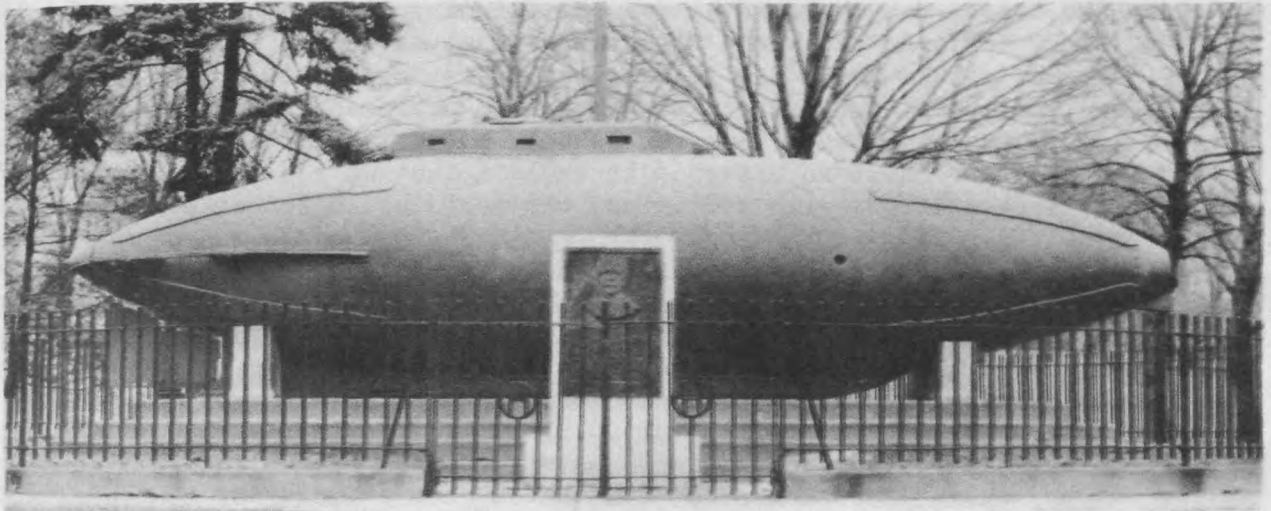


STORIES of New Jersey

the improvement of war machinery, and he was able to secure financial backing to continue his work. He worked at plans and models for seven more years and finally succeeded in getting the support of the Navy officials. In 1893, armed with a contract for \$150,000, he started to build again. The new boat, called the Plunger, was launched in Baltimore, Md., in 1895; but Holland had been so hampered in the carrying out of his plans by interference from the Government experts that the result was a failure and the Plunger was abandoned.

Holland, still under government contract, returned to New Jersey and at the Crescent Shipyards in Elizabethport started to build the "Holland" according to his own ideas, profiting by the mistakes made in the construction of the Plunger.

The Holland was successfully launched early in 1898. It was 53 feet 10 inches long, fitted with a gasoline engine for surface propulsion and an electric motor, supplied by storage batteries, for traveling under water. It



Holland Submarine, West Side Park, Paterson

carried one pneumatic dynamite gun, a torpedo tube and several torpedoes.

In February of that year, before the submarine had been accepted by the Government, it became the center of a serio-comic incident. The United States was on the brink of war with Spain and, as a protest against the presence of the Maine in Havana harbor, the Spanish warship Viscaya had been sent to New York and was anchored in the harbor.

One of those baseless rumors to which nervous Government officials are susceptible in troublous times reached the ear of the Navy Department. The tale was that the Holland was planning to try its guns on the Viscaya. Admiral Bunce, in command of the New York Navy Yard, was ordered to watch the strange vessel and seize her if necessary.

The Holland, as yet privately owned, had set out from Elizabethport for Perth Amboy for final preparation before being tested. Just before leaving